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LW 2-86 (rev 11/85)

SEE VERSO FOR INSTRUCTIONS



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**START**

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BY SP-6 JKS  
ON 10-17-76  
JCS Memo

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DOO 1185

8 Aug 60 June 1974

100-102-76

114

Practicability of B-40 as Air Destroyer.

TO: AG/AS, M.N. & D., Materiel Division.

DATE: July 18, 1943

FROM: Deputy Chief of Air Staff.

COMMENT NO. 3  
HSP/gwd/6371

1. General Arnold wants the B-17 with Allison engines tried out as an air destroyer, and he gave these instructions in Dayton.

1 Incl. n/c

Dispatched  
19 JUL 1943  
AMM

HERWIN S. FERRIN,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

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File  
a19 July 43  
Copy to Miss Ingram  
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AG 100-102-76-1029

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DECLASSIFIED  
DDO lrs  
8 Jan. & 20 June 1974  
By: AHS/HHG, Date: 12-7-76

Practicability of B-40 as Air Destroyer

Materiel Division

July 3, 1943

Asst. Chief of Air Staff, MM&D

OPE/11/2128 1

1. Attached hereto is copy of R&R from General Arnold on the subject of practicability of B-40 as an air destroyer. Have someone prepare a brief performance estimate on the B-24 stripped, and also get range and speed.

2. It is my impression that we have already done everything that he suggests, but perhaps have not stripped the few pounds that might have been saved from taking out bomb racks or few small items. It is also my impression that, due to the additional drag and weight, the B-24 converted into a destroyer had less performance and poorer flying characteristics than the B-17 when converted. Have a brief report on this prepared for me to forward to General Arnold.

/s/ O P Echols

O. P. ECHOLS,  
Major General, USA.

1 Incl.  
cc R&R, 7/1/43

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DDO lrs  
8 Jan. & 20 June 1974  
By: AHS/HHG, Date: 12-7-76

Practicability of B-40 as Air Destroyer

General Stratemeier

7/1/43

IN TURN: General Giles, General Echols

General Arnold

1.

Cablegram received from General Eaker this date is typical of the thoughts of most air officers regarding the practicability of the B-40 as an air destroyer.

The thought occurs to me, and I would like to have it explored, as to why we cannot take the bare B-24, strip out the bomb racks and all those other things, and add turrets as are necessary, with armor, put in additional guns, and make it the air destroyer instead of the B-40. It would have greater range and speed and accordingly be better suited for operations along with the B-17. We should be able to get out a model that wouldn't require complete new design of an aircraft - with a minimum amount of man hours - to change the B-24 into the air destroyer.

Give me your reactions to this at the earliest practicable moment.

H. H. A.

TO: General Arnold

Date 7/1/43

FROM: General Stratemeier

Comment #2.

1. At a conference held this afternoon with General Giles, General Chidlaw and Colonel Frank Wolfe of the Materiel Command, it was ascertained that the Materiel Command has already done exactly what you have in mind for the B-24 airplane, with the exception of stripping out the bomb racks which cannot be accomplished because they are an integral part of the airplane. This airplane called the XB-41 was a B-24 stripped of all unnecessary bombardment gear and loaded down with turrets and armour plate similar to the YB-40's now being tested by Eaker in U.K. This airplane was taken to Eglin Field for armament tests but due to the extreme armament loads and the unsuitable stability characteristics of the B-24 was deemed unsatisfactory as a weapon principally due to the rearward movement of the CG. The airplane was returned to the factory where certain armament load shifts were made working toward moving the center of gravity location forward for improved handling characteristics. This airplane is now just about ready to be returned to Eglin Field for further tests and decision as to whether the entire idea has merit. An answer to your above suggestion should be available at a very early date.

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

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DDI Hqs  
8 Jan. & 20 June 1974  
By: A11188JC, Date: 10-7-76

Practicability of B-40 as Air Destroyer

TO: General Arnold  
FROM: General Stratemeyer

Date 7/1/43  
Comment #2.

1. At a conference held this afternoon with General Giles, General Chidlaw and Colonel Frank Wolfe of the Materiel Command, it was ascertained that the Materiel Command has already done exactly what you have in mind for the B-24 airplanes, with the exception of stripping out the bomb racks which cannot be accomplished because they are an integral part of the airplanes. This airplane called the XB-41 was a B-24 stripped of all unnecessary bombardment gear and loaded down with turrets and armour plate similar to the YB-40's now being tested by Baker in U.K. This airplane was taken to Eglin Field for armament tests but due to the extreme armament loads and the insupportable stability characteristics of the B-24 was deemed unsatisfactory as a weapon principally due to the rearward movement of the CG. The airplane was returned to the factory where certain armament load shifts were made working toward moving the center of gravity location forward for improved handling characteristics. This airplane is now just about ready to be returned to Eglin Field for further tests and decision as to whether or not it is suitable for the Field answer to your above suggestion should be available at a very early date.

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

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*File  
Main Dept  
8 Jul 43  
airas 452.1 (598)*

DECLASSIFIED  
DDI Hqs  
8 Jan. & 20 June 1974  
By: A11188JC, Date: 10-7-76

3973  
CES:ml

Fighter Airplane

Asst Ch. of Air Staff, OCAF  
(Attention: General Giles)

7 July 1943

1.

General Stratemeyer

1. General Arnold stated this afternoon that Colonel Bunker recently returned from U.K. had informed him that inside of six months the Messerschmitt and the Focke-Wulf fighter aircraft unquestionably would out perform the P-47.

2. General Arnold is very much concerned as to what airplane (fighter) we are planning to meet this challenge from the Messerschmitt and Focke-Wulf.

3. We are all thinking about the P-75 and are in hopes that it will be the airplane that we should put into production. If that is true then we should be planning to stop the production of the P-47 and put in the P-75. Of course, we know that that does not mean that the P-47 will not continue to roll out, possibly to the extent of 9000 or 6000 more P-47's. We will be negligent though if we do not determine what improved fighter we will put into production and then make our plans accordingly. Maybe this is an improved B-38 or the P-51B. The point that I raise is that we must keep ahead of Germany and have a fighter that can combat decisively the Messerschmitt, the Focke-Wulf or anything else that the Germans can develop and produce.

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

cc - General Echols  
General Kuter  
General Perrin  
General Hall  
JUL 1943  
AAG

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*File  
airas 452.1 (598)  
Main Dept  
8 Jul 43*



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DOO lrs

8 Jan. & 20 June 1974  
3147/1141C Date 10-7-76

**Fighter Airplane**

**Chief of the Air Staff**

18 July 43

**Asst Chief of Air Staff, Operations, Commit-  
ments and Requirements**

**3**  
Col Griswold:ajp 72489

1. General improvement of enemy fighter type airplanes has been in evidence and further improvement has been anticipated.

2. The Army Air Forces is following the policy of incorporating all available improvements in production model fighter airplanes and progressing to more advanced models as required. The P-40 is going out of production as a first line fighter, and P-40 units will be reequipped with a new and more advanced model. The P-39 will be superseded by the P-53. The P-61A is being replaced by the P-51B. The P-50G, with improved intercooling and a more efficient turbo supercharger has become the P-50J. Water injection, more efficient propellers and better turbo superchargers will well provide outstandingly better performance for the P-47.

3. The attached performance chart presents the estimated superiority of American fighter airplanes over contemporary German models and indicates continual and steady progress to maintain this superiority.

4. A study of these curves indicates the challenge of the Focke-Wulf and Messerschmitt will be met and exceeded by models of American Fighter aircraft now in existence and there is currently no need to go to an entirely new model whose performance is completely based on optimistic estimates.

**BARNETT M. GILES**  
Major General, United States Army

Air Defense Branch \_\_\_\_\_  
Requirements Div. \_\_\_\_\_

1 Incl. added:  
chart on speed and climb  
performance.

**TO:** AG/AS, Operations, Commitments & Requirements.

**DATE** 14 July 43

**FROM:** Deputy Chief of Air Staff.

**COMMENT NO.** 3  
**MAL/mdg/5265**

General Stutesmeyer observes that no mention was made of the P-75 airplane consequently he desires to discuss this paper with you personally some time when you can get in to see him.

**SECRET**

Dispatched  
14 JUL 1943  
DECLASSIFIED

**HILLARD A. LIBBY,**  
Colonel, G. C. C.,  
Secretary of the Air Staff  
File 15 July 43  
2582-1899

Incl. n/c



HEADQUARTERS ARMY AIR FORCES

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**ROUTING AND RECORD SHEET**

TALLY NO.	
FILE NO.	

DECLASSIFIED  
DDO INS.  
8 Jan. & 20 June 1974  
DoD/IAHIC, Date 10-7-76

SUBJECT: B-29's to the Navy.

TO: Chief of the Air Staff

DATE JUN 7 1943

FROM: Assistant Chief of Air Staff, Plans

COMMENT NO. 1  
LSK/dna/5833

1. At a Joint Planners conference, it was suggested that B-29's be used for reconnaissance purposes in connection with Naval operations. The use of B-29's in antisubmarine operations has been informally discussed. —

2. In those two instances, the Air Force position was to the effect "There is no assurance when B-29's will be operational. The Army Air Forces will not discuss the allocation of B-29's to the Navy." General Arnold directs that that attitude be maintained should this subject come to the attention of other agencies in the Air Staff.

(For next staff conference?)



L. S. KUTER,  
Brigadier General, U. S. A.

Taken up at staff meeting  
12 - July 43



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File  
15 July 43

File

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air 452, 1, 897

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DGD #15

8 Jan. & 20 June 1984

By AVH/BJC, Date 10-7-76

Destroyer Type Aircraft.

Assistant Chief of Air Staff, Operations, Commitments,  
and Requirements.  
Chief of the Air Staff.

4 July 1943

1

GES/hd

1. In conference with General Arnold this morning he directed that the Army Air Forces explore from all angles what we should do in order to develop a destroyer type aircraft to protect our heavy bombardment formations. Particularly he referred to the following:

a. The liquid cooled B-17.

b. Determine the trouble with the present B-40 to see if it cannot be corrected to operate satisfactorily.

c. Continue the test with the B-24 known as the B-41 to see what will develop there.

2. I am ordering back to the United States from the Eighth Air Force, their most experienced officer on the B-40 who will bring with him a complete statement as to the difficulties that have been encountered with the B-40. As soon as he arrives Colonel Frank Wolfe, that officer, and General Gardner and any other experts that are obtainable should be sent to Eglin Field to go into this whole question and see what can be done.

3. In addition to the above it is directed that every effort be made to increase the gas capacity on present types and to develop an accompanying Fighter for Heavy Bombardment.

GEO. GE. E. STRATHEMYER,  
Major General, U.S.A.,  
Chief of the Air Staff.

*Handwritten:* 100-5521-100  
568

Dispatched  
4 JUL 1943  
AAG

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*Handwritten:* file 5 July 43  
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*Handwritten:* Air no 452.1 (895)

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DDO IHS

8 Jan. & 20 June 1974

SP. AUTH/WHIC. Date 10-7-74

AFAEP  
ECL:mec  
71172

wtn: 6/30/43

**MEMORANDUM TO THE PRESIDENT:**

In our current review of proposed 1944 aircraft allocations we have proceeded on the assumption that we must meet every bid made by our Allies except where such action would:

- a. Require a modification in our production program.
- b. Interfere with our own development and training program.
- c. Result in an obvious wastage of airplane resources.

There are attached hereto tabs which indicate the bids presented and the action made to each of the combatant Allies. Notes are included to explain why certain bids are not matched by our offers.

Signed

H. H. ARNOLD,  
General, U. S. Army,  
Commanding General, Army Air Force.

*Carried by Col. Laugmead 4/20/43 to Gen. Arnold & by Gen. A. to the Pres*

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*File 2 July '43  
292-1093*

COPY TO: AIR AG

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DDI HTS  
8 Jan & 20 June 1976  
By 344/111 AC, Date 10-7-74

**Model Designation Army Aircraft**

**Deputy Chief of Air Staff**

**30 June 1943**

**Office, AC/AS, M.N.& D., Materiel Div., Production Br.**

**1**  
**FKK/am/6612**

1. With reference to your R. & R. dated 29 June 1943 (ESP/gwd), attached herewith is copy of Model Designation Army Aircraft, 9th Edition dated July 1942, Serial No. 1122. This publication is being issued to Brigadier General Edwin S. Ferrin.

2. It is requested that the attached receipt acknowledging this publication be signed and returned to this office.

3. When this publication is no longer required, it is requested that it be returned to this office for disposition inasmuch as this office is charged with the responsibility of maintaining a complete record of the distribution of this publication.

**J. W. SESSUMS, JR.,**  
**Colonel, Air Corps**

2 Incls.

- Incl. 1- Receipt
- Incl. 2- Model Designation Book, Serial No. 1122

**TO: AC/AS, M&D, Materiel, Division, Production Branch**

**DATE 2 July 43**

**FROM: Deputy Chief of the Air Staff.**

**COMMENT NO. 2**  
**MAL/mdg/5:65**

*air as 48 15-1-1892*

Receipt acknowledged.

Dispatched  
2 JUL 1943  
AAG

**MILWARD A. LIBBY,**  
**Colonel, G. S. C.,**  
**Secretary of the Air Staff.**

Incl. 1/c  
Incl 2 w/d

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*File  
on 2 July 43  
Air as 48 1-1892*

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8 Jan. & 20 June 1974  
By: NA/114 AC, Date 10-7-96

Charts

May 3, 1943

Management Control  
Assistant Chief of Air Staff, Materiel, Maintenance  
and Distribution

PA/lrc 2953

The delay in obtaining an agreement upon a new approved schedule to supersede the S-1 makes the problem of accurately estimating tactical availability through December unusually difficult at this time. This factor and the uncertain materiel situation should be considered in using the attached estimates.

1 Incl.:  
Table

B. E. MEYERS  
Brig. General, U.S.A.  
Deputy.

TO: Deputy Chief of the Air Staff, General Hall.

DATE: May 6, 1943

FROM: Management Control

COMMENT NO. 1  
AMT:ms 71214

1. Attached are two charts as requested in Comment No. 1.

2. Figures for crew production were furnished by the Assistant Chief of Air Staff, Training, who wishes to strongly emphasize that the estimates can be attained only if substantial numbers of the estimated new plane production are allocated to the Flying Training Command and the OTU and RTU systems. In other words, crew production should not be directly compared with plane production inasmuch as the crews can not be produced unless some of the planes are given to training to produce them with. If this was allowed for, the difference between the two lines would be substantially reduced.

1 Incl. n/c  
Added 2 Incls.

B. E. GATES  
Colonel, Air Corps.

*orig. in  
Class. Files.*

*File  
EX  
6/19/43*

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*air 03 452. 895*

Charts

DECLASSIFIED

Colonel Gates, Management Control  
Deputy Chief of the Air Staff.

April 27, 1943

WHH:JT 5246 <sup>1</sup>

1. This is to confirm our conversation of yesterday.
2. It is requested that charts be prepared as follows:
  - a. Anticipated delivery to AAF of aircraft by type (HB & F only) for period April 1 - December 31, 1943, plotted by numbers of airplanes against months.
  - b. On same chart anticipated crew production plotted by numbers against months for same period.

WILLIAM E. HALL,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

TO: Assistant Chief of Air Staff, Materiel, Maintenance  
and Distribution

Date April 29, 1943

FROM: Management Control

Comment No. 2  
HB:rlv 4285

In accordance with 2.g. of Comment No. 1, we would like to have your estimate of the numbers of heavy bombers and fighters which will be delivered to the Army Air Forces in tactically available form, by months, from April 1 to December 31, 1943.

E. H. GATES  
Colonel, Air Corps

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DECLASSIFIED  
DDO MS  
8 Jan 40 June 1974  
By: [unclear]

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SECRET  
BY A DEGREE OF THE  
OF THE ARMY AIR FORCE  
15 June 43  
WUB

Report - Estimated Deliveries of Operational Combat and Transport Airplanes  
Becoming Available to the Army Air Force.

Assistant Chief of Air Staff, M. M. & D.

Deputy Assistant Chief of Air Staff, Intelligence

1  
WUB:ghf 72768

1. Attached hereto is copy of subject report dated 10 May 1943, together with copy of memorandum to the Chief of the Air Staff, same subject, dated 12 May 1943. It is returned for destruction as being no longer necessary to this office, since superseding report of 11 June 1943, has been received.

2. Copy of this report is necessary to this office for use in the Air Room when such information is specifically called for by members of the Air Staff having a right to such information. It will be used for no other purpose and will not be distributed.

3. The information contained in this report is of an extremely high classification. It apparently reflects the best estimates of those in the best position to know of the availability by types to the Army Air Force of all combat airplanes by month for several months in advance of the date of the report. Copy of 11 June 1943 subject report, came to this office through normal AGO mail channels and under existing instructions, was not receipted for by any member of this office. Copy is ditto and unnumbered and its secrecy unattested. No indication of the extent of actual distribution is contained on ditto. Covering memorandum states, "1 inclosure - Table, above subject, in duplicate". Only one copy of inclosure was received in each case, May and June.

4. Due to the highly secret nature of the report and the possibility of its getting into other than intended channels due to the fallibility of the present mail system and procedures within various Headquarters offices, it is considered highly important that:

a. Distribution of this report be rigidly confined to those actually needing same in the performance of their assigned functions, and who so state in writing.

b. Copies of such reports be serially numbered and assigned by number.

c. Authorization for secrecy be shown on report.

d. Distribution list on each copy of report show in detail the title and room number of each office where report is actually sent.

e. Report contain note to deny further reproduction or extract of information contained therein except with approval of the office of the Assistant Chief of Air Staff, M. M. & D., or higher authority.

f. Distribution of report be by hand to each officer concerned and that receipt be required.

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DECLASSIFIED  
DDO MS  
8 Jan 40 June 1974  
By: [unclear]

Report - Estimated Deliveries of Operational Combat and Transport Airplanes  
Becoming Available to the Army Air Force.

Assistant Chief of Air Staff, M. M. & D.

Deputy Assistant Chief of Air Staff, Intelligence

1 (Cont'd)  
WUB:ghf 72768

g. When distribution of report is made, the preceding month's copies be collected and destroyed, or other assurance of destruction obtained.

h. In the future, request that similar reports for this office be delivered to Chief, Informational Division, Room 3 E 164. Final recipient will be officer in charge of Air Room, Room 3 E 1022, Pentagon.

1 Encl  
Cy of subj rpt  
dtd 10 May 1943  
w/cy of memo to  
Ch/AS

A. W. BROCK, JR.  
Colonel, GSC  
Deputy AG/AS, Intelligence

JUN 15 1943 PM

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File June 43  
C-13 June 43

airal 452 (854) B

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DD FORM 1  
8 Jan 60 June 1974  
By ALJ/MLC Date 7-10-76

Report- Estimated deliveries of operational combat and transport airplanes becoming available to the Army Air Forces.

Assistant Chief of Air Staff, Intelligence  
Air Adjutant General

29 June 1943

JBC:JB 5789

1. Comments Nos. 1 and 3 above have been noted.

2. With respect to paragraph 4a, Comment No. 1 and paragraph 1, Comment No. 3, the determination of the distribution of the report in question is not a function of the Air A. G. Present distribution was originally determined by A-3, but it appears that it is now out-of-date. Attention in this connection is invited to attached inclosures. Accordingly, it is suggested that AC/AS MMAD who publishes the report, after coordination with various agencies which are users of it, determine its distribution. Physical distribution of the report can then be made by this office.

3. With respect to paragraphs 4b, c and e, Comment No. 1, attention is invited to paragraph 3, Comment No. 3.

4. With respect to paragraph 4d, Comment No. 1, it is suggested that the memorandum transmitting the estimate show on its last page all pertinent data relative to its distribution. This should be dittoed at the time that the report is reproduced and the following form is suggested:

DISTRIBUTION:

Copy No.	
1	ASW/Air (Name of )
2	AFACG (individual to receive report)
-	-
-	-
5-8 Incl.	AC/AS OCR ( )
-	-

Since room numbers change frequently, no advantage is seen in including them. The above procedure automatically conveys all necessary information to everyone concerned and precludes loss of any slips that might be attached to show distribution.

5. Paragraph 4f, Comment No. 1, is concurred in and can be accomplished by this office.

6. Paragraph 4g, Comment No. 1, is not concurred in, since it would place on one agency responsibility which rightly should rest upon all agencies receiving the report. In lieu of the procedure outlined in that paragraph, it is suggested that the same method as that used in the safeguarding of AFD lists and other highly secret War Department publications be employed, i.e., that there be embodied in the memorandum transmitting the estimate, or in the estimate itself, or in both, a statement substantially as follows:

"This estimate supersedes estimate dated \_\_\_\_\_. The superseded estimate will be destroyed by burning. See paragraph 23, AR 380-5."

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Report- Estimated deliveries of operational combat and transport airplanes becoming available to the Army Air Forces.

Assistant Chief of Air Staff, Intelligence  
Air Adjutant General

29 June 1943

JBC:JB 5789

5 Contd

The above statement might well be combined with the admonition contemplated by paragraph 4a, Comment No. 1.

Dispatched  
29 JUN 1943  
JBC

JOHN B. COOLEY,  
Colonel, A. G. D.,  
Asst. Air Adj. Gen.

2 Incls.  
#1- Copy R&M, 1-9-43, re- distribution  
#2- Copy Distribution list.

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File  
259 June 1943

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DDO 885  
8 Jan 8 30 June 1984  
By ALJ/HA/AG, Date 7-10-76

~~SECRET~~

TO: Air Adjutant General  
FROM: Deputy AG/AS, Intelligence

DATE: 26 JUN 1943  
Comment No. 4  
WWS:ghf 72768

1. Forwarded as indicated in paragraph 2, Comment 3 above.
2. Copy of Comment 1 of this Routing and Record ~~Form~~ has previously been furnished to your office, attention Colonel J. B. Cooney.

W. H. BURGESS  
Colonel, AG  
Chief, International Division  
Office of AG/AS, Intelligence

~~SECRET~~

air as 7521 (117) D

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DECLASSIFIED  
DDO W5  
8 Jan. & 20 June 1974  
By: A111/H16, Date: 7-10-76

June 11, 1943

MEMORANDUM TO: Chief of the Air Staff

SUBJECT: Estimated deliveries of Operational Combat and Transport Airplanes.

1. There are attached hereto two copies of estimates of monthly deliveries of combat and transport airplanes available for assignment to the Army Air Forces during the balance of 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 estimates assume availability of raw materials, machine tools, manpower, and other requisites to production as now planned. These estimates also assume modification requirements will not increase over those now being effected and prompt receipt by the Materiel Command of modification requirements.
3. Foreign allocations beyond December 1943 are not available. In preparing estimates for each model for the first five months of 1944 the maximum foreign allocations for any month in 1943 for the specific model generally were applied for each of the five months.
4. During three of the past four months, our estimate of the total number of airplanes becoming tactically available during each of these months has been exceeded. In May, over 90% of the total number of airplanes estimated for that month became tactically available. However, because of the many contingent factors in the manufacture and modification of airplanes, it is recommended that not over 90% of these availability estimates be used for tactical planning.

*To be delivered by hand  
to Base Officers  
not to be thru  
mail rooms.  
ci 15 June*

S. E. MEYERS  
Brig. General, U. S. A.  
Deputy Assistant Chief  
of Air Staff, M. M. A. D.

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*File 15 June 43*

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DDO 173  
8 Jan & 20 June 1974  
By: ALJ/LLH JC: Dm 7-10-76\*\*\*\*\*  
\* THESE ESTIMATES ARE TO BE \*  
\* USED ONLY AS QUALIFIED BY \*  
\* THE ACCOMPANYING MEMORANDUM \*  
\*\*\*\*\*Estimated Operational Combat and Transport Airplanes  
Becoming Available to the Army Air Force  
As of June 9, 1945

	1943					1944					Remarks		
	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.		Apr.	May
Total combat and transport	2532	2953	3513	3895	4079	4465	4885	4658	4645	4632	4744	4835	
Heavy Bombers	615	733	879	974	1025	1080	1175	1221	1298	1290	1327	1365	
B-17 M	300	370	420	450	450	450	460	460	460	460	465	470	June decrease reflects building up of inventories in Dallas and Cheyenne modification centers.
B-40	4	-	4	4	-	-	-	-	-	-	-	-	
B-24 M	310	360	450	510	560	605	680	705	725	745	765	785	Estimates have been cut to reflect working schedule and production difficulty in Dallas.
B-29	1	3	5	10	15	25	35	50	65	75	85	95	
B-32	-	-	-	-	-	-	-	6	8	10	12	15	
Medium Bombers	401	453	523	528	560	584	600	610	630	630	630	630	
B-25 M	206	238	278	273	285	284	285	280	280	280	280	280	
B-26/M	195	215	245	255	275	300	315	330	350	350	350	350	Decrease in June and July due primarily to 62 planes assigned by O.C. & R. to OTU's which will be unavailable for modification.
Patrol Bombers	-	-	15	15	-	-	5	10	10	-	-	-	
PBX-5	-	-	-	-	-	-	-	-	-	-	-	-	
PBX-5A	-	-	15	15	-	-	-	-	-	-	-	-	Schedule changes made by Navy.
PBV-1	-	-	-	-	-	-	5	10	10	-	-	-	
Light Bombers, 2-eng.	60	120	130	140	150	150	150	115	130	145	165	200	
A-20 M (part only)	60	120	130	140	150	150	150	110	115	120	130	145	May deficiency due to rework of rusted



	195	215	245	255	275	300	315	330	350	350	350	350
B-26 M												
Patrol Bombers	-	-	15	15	-	-	5	10	10	-	-	-
PBV-5	-	-	-	-	-	-	-	-	-	-	-	-
PBV-5A	-	-	15	15	-	-	-	-	-	-	-	-
PBV-1	-	-	-	-	-	-	5	10	10	-	-	-
Light Bombers, 2-eng.	60	120	130	140	150	150	150	115	130	145	165	200
A-20 M (part only)	60	120	130	140	150	150	150	110	115	120	130	145
A-26	-	-	-	-	-	-	-	5	15	25	35	55
A-28 - 29	-	-	-	-	-	-	-	-	-	-	-	-
A-30	-	-	-	-	-	-	-	-	-	-	-	-
Light Bombers, 1-eng.	72	90	125	175	210	235	250	150	150	150	100	50
A-24	35	35	40	60	70	75	70	-	-	-	-	-
A-35	-	-	-	-	-	-	-	-	-	-	-	-
A-36	2	-	-	-	-	-	-	-	-	-	-	-
A-35	35	55	85	115	140	160	180	150	150	150	100	50
Fighters, 2-eng.	140	260	212	332	289	271	342	348	355	365	375	380
P-38 M (part only)	140	260	210	330	285	265	330	330	330	330	330	330
P-61	-	-	2	2	4	6	12	18	25	35	45	50
Reconnaissance F-5	37	-	-	90	-	45	65	-	-	-	-	-

Decrease in June and July due primarily to 62 planes assigned by O.C. & E. to OTU's which will be unavailable for modification.

Schedule changes made by Navy.

May deficiency due to rework of rusted cylinders and June decrease due to new modification project will be made up in 3 following months. Decrease after December due to application of allocations formula.

Not extended beyond December because Colonel Cross classified these airplanes as non-operational.

June decrease balanced by May surplus.

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 9 Jan. & 20 June 1974  
 by ALM/H.N. SC. Date 7-10-74

\*\*\*\*\*  
 \* THESE ESTIMATES ARE TO BE \*  
 \* USED ONLY AS QUALIFIED BY \*  
 \* THE ACCOMPANYING MEMORANDUM \*  
 \*\*\*\*\*

Estimated Operational Combat and Transport Airplanes  
 Becoming Available to the Army Air Forces  
 As of June 9, 1943

	1943					1944							Remarks
	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	
Fighters, 1-eng.	940	1015	1110	1155	1305	1440	1490	1440	1545	1260	1320	1320	
P-39 - 63 M (part only)	310	270	250	250	250	300	325	350	315	290	350	350	Differences reflect decreases in working schedule.
P-40	265	295	260	250	270	270	270	180	120	60	60	60	Additional allocation to China required reduction in previous estimate. 1944 estimates allow for 40% giveaways.
P-47 M (part only)	330	375	440	490	550	590	590	600	600	600	600	600	
P-51 M (part only)	35	75	160	165	235	280	305	310	310	310	310	310	Lack of Packard engines due to strike and slow start by Packard severely retarding production until October.
P-50	-	-	-	-	-	-	-	-	-	-	-	-	
Heavy Transports	35	60	72	77	89	102	112	128	142	135	163	175	
C-54	3	5	4	7	9	12	15	28	33	38	43	48	
C-69	-	-	-	-	-	-	-	3	4	4	3	2	
C-87 M (part only)	7	10	10	10	10	10	10	10	10	8	2	-	New allocation of 3 to Navy for June reduces previous estimate of 10 to 7.
C-46 M (part only)	25	45	58	60	70	80	87	87	95	105	115	125	
Medium Transports	143	153	178	181	207	254	323	298	355	372	397	417	
C-47 M	120	130	160	180	200	240	293	255	275	285	295	295	
C-49	-	-	-	-	-	-	-	-	-	-	-	-	
C-55 M	23	23	18	-	-	-	-	-	-	-	-	-	August and September adjusted to balance contract and May surplus.
C-62	-	-	-	-	-	1	3	6	7	7	7	7	



C-69	-	-	-	-	-	-	-	3	4	4	3	2	
C-87 M (part only)	7	10	10	10	10	10	10	10	10	8	2	-	New allocation of 3 to Navy for June reduces previous estimate of 10 to 7.
C-46 M (part only)	25	45	58	60	70	80	87	87	95	105	115	125	
Medium Transports	143	153	178	181	207	254	323	298	335	372	397	417	
C-47 M	120	130	160	180	200	240	295	255	275	285	295	295	
C-49	-	-	-	-	-	-	-	-	-	-	-	-	
C-53 M	25	25	18	-	-	-	-	-	-	-	-	-	August and September adjusted to balance contract and May surplus.
C-62	-	-	-	-	-	1	5	6	7	7	7	7	
C-76	-	-	-	1	7	12	23	35	50	70	85	95	Production estimate reduced due to further engineering difficulties.
C-95	-	-	-	-	-	1	2	2	3	10	10	20	
Light Transports, 1 & 2-eng.	89	69	269	228	244	304	373	358	290	265	267	298	
C-60 M (part only)	24	25	25	25	-	6	42	25	25	25	25	25	May deficient because more planes required modification.
C-78	32	-	200	150	160	160	160	150	75	25	-	-	
UC-43	3	6	7	10	12	12	12	12	12	12	12	12	June decrease due to deferred Navy giveaways.
C-45	-	-	-	-	25	75	100	75	75	75	75	75	
C-61	10	15	15	15	15	15	15	15	15	15	15	15	
C-64	18	23	24	28	32	34	34	38	40	40	42	43	
C-106	-	-	-	-	-	2	10	25	50	75	100	125	

Analysis and Reports,  
Control Office, MABD,  
June 12, 1945.

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8 Jan 4 20 June 1974  
AFTRIC AC Doc 7-10-74

June 8, 1943

MEMORANDUM FOR RECORD.

Subject: Allocation of Unmodified B-24's to Flying Training Command.

1. The following officers attended a conference re the immediate serious shortage in the Second Air Force of B-24 graduates of Flying Training Command 4-engine schools:

Major General Stratemeyer	Chief of Air Staff
Major General Johnson	CG, 2nd Air Force
Major General Giles	AG/AS, Operations, Commitments & Requirements.
Brig. General Hubank	CG, II Bomber Command
Colonel Wayland	AFTRAP
Colonel McLaughlin	AFPTC
Colonel Kelly	AFRAL
Lt. Col. Broadhurst	A-3, 2nd Air Force
Lt. Col. Gaty	AFWHD
Capt. Valk	AFRAL
Capt. Seay	AFAGT

2. General Johnson explained that, due to the inadequate numbers of 4-engine school graduates in the B-24 program, the Second Air Force has been giving the necessary transition training in order to qualify the required number of airplane commanders. This is done by "folding back" co-pilots who can qualify as first pilots, putting them through the OTU or RTU system as first pilots, and substituting trainee co-pilots in the crews from which they were withdrawn. However, the Second Air Force has now reached a point where, unless a greater portion of this transition is given in the Flying Training Command, they will fall far short of the total number of combat crews they are required to furnish in September as replacements to theatres and for groups to be committed. The transition training capacity of the 4-engine schools is limited by the number of B-24's assigned to the Flying Training Command. Allocation of B-24's to the Flying Training Command has been limited by General Arnold's announced policy of limiting the numbers as allocated to only those which are available after active theatres have been augmented to, and maintained at, prescribed unit equipment plus fifty (50%) per cent reserve.

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3. In view of the above, General Stratemeyer approved the allocation to Flying Training Command of forty (40) unmodified B-24's from June and July factory production to be made available by the Material Command at a rate which will cause the least possible interference with capacity operation of the modification centers. Colonel Gaty, of HQAB, stated that these airplanes can be furnished approximately twenty (20) in June and twenty (20) in July with very little effect on modification center production. Forty (40) airplanes will be subtracted from planned allocations of modified B-24's to the Flying Training Command later in the year.

G. P. WELAND,  
Colonel, Air Corps.

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8 Jan. & 20 June 1974  
By SP1/MLC Date 7-10-76

16 June 1943

Mr. Harry L. Hopkins,  
The White House,  
Washington, D. C.

Dear Mr. Hopkins:

Letter dated June 12, 1943 from Mr. L. K. K'ung,  
which you forwarded to me by memorandum dated June 15, 1943,  
is returned herewith.

Arrangements to provide a C-54, into which two  
berths equipped with drapes have been fitted, have been com-  
pleted for the special mission; the mission will be flown by  
the same TWA crew as requested and the airplane and crew will  
be available for departure from the Army Air Base, 36th Street  
Airport, Miami, Florida, on Saturday, June 26, 1943.

Advice is requested as soon as possible if it is  
desired that any change be made in the arrangements outlined.

Sincerely yours,

GEORGE F. STRATENEYER,  
Major General, U.S. Army,  
Chief of the Air Staff.

Incl.  
Ltr dtd June 12, 1943.

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EO 13526  
By SP1/MLC Date 1/18/80

For and in the absence of General STRATENEYER:

Dispatched  
16 JUN 1943  
AAG

WILLIAM H. HALL,  
Brig. Gen., U. S. A.,  
Deputy Chief of Air Staff.

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*of for Air Deptment Secretary  
Air 05 450.1 281*

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DDO 1175  
8 Jan. & 20 June 1974  
By SP1/MLC Date 7-10-76

SECRETARIAT

MHR KICKLEBOT MADAME CHIANG KAI-SHEK

June 12, 1943,

~~CONFIDENTIAL~~

Mr. Harry Hopkins  
The White House  
Washington, D.C.

Dear Mr. Hopkins:

This is to inform you that Madame will be  
arrive in Washington on the 24th. From there Madame will be  
going by train to Macon, Georgia, thence board the plane at  
Florida.

Will you please be good enough to tell me  
where it is best for Madame to fly from as I will want to make  
the necessary arrangements to get there by train.

I wish to confirm again through you that  
Madame will have the B-4 (i.e. C-54) and the same TWA crew who  
served Madame on the returned bound trip from China.

I shall be pleased to get your confirmation  
as soon as possible as I would have to report to Madame.

Thanking you for your trouble,

Yours sincerely,

L. K. K'ung

KLK/vcn

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EO 13526  
By SP1/MLC Date 1/18/80

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8 Dec 4 20 June 1974  
By: ALE/ALIC Date 7-10-76

June 17, 1943.

Mr. Harry L. Hopkins,  
The White House,  
Washington.

Dear Mr. Hopkins:

With reference to your memorandum to me of June 16th, transmitting some additional arrangements relative to the transportation of Mrs. Chiang Kai-Shek's luggage from New York to Miami, it is suggested that Mr. K'ung deal directly with Major Charles White, Domestic Transportation Division, 33 Pine Street, New York City, telephone Whitehall 3-6700.

It will be extremely helpful and facilitate this entire movement if early advice may be received from Mr. K'ung as to the number to be in party transported, estimated weight of baggage, the date of arrival of the party in Miami and where they may be located in Miami.

Sincerely yours,

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

Dispatched  
17 JUN 1943  
AAG

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Date 1/18/82  
By: [Signature]

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8 Jan. & 20 June 1974  
By: ALC/11114C, Date: 7-10-74

HER EXCELLENCY MADAME CHIANG KAI-SHIK

June 13, 1943

CONFIDENTIAL

Mr. Harry L. Hopkins  
The White House  
Washington, D.C.

Dear Mr. Hopkins:

I write to inform you that Madame wishes to leave Washington for Florida via Macon, Georgia, by train and to have the plane take the luggage to Florida from New York. I shall be pleased if you will designate some one in New York so that arrangements may be made for the luggage to leave with the plane from New York on or about June 24th.

With best regards,

Yours sincerely,

L. K. K'ung

ELK/PCS

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By: [Signature] Date: 1/16/80

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8 Jan. & 20 June 1974  
By: ALC/11114C, Date: 7-10-74

June 15, 1943

MEMORANDUM FOR: War Department General Staff, Supply Division, G-4  
(Attention: Brigadier General R. G. Moore,  
Assistant Chief of Staff, G-4)

Subject: Airplane for Headquarters, Second Army.

1. The existing situation on availability of transport airplanes is such that the Second Army is fortunate to be tentatively set up for a replacement from the expected deliveries of C-45 airplanes in September. It is anticipated that the requirement for these airplanes will be quite high relative to deliveries. It is not expected that additional transport airplanes of the C-60 or larger types will be available for assignment for staff missions in 1943. This matter was brought to the attention of the Commanding General, Army Air Forces.

For the Commanding General, Army Air Forces:

[Signature]

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

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DDO Hqs.  
8 Jan. & 20 June 1974  
By: W.H.H./H.H. AC. Date: 7-10-76

WAR DEPARTMENT  
War Department General Staff  
Supply Division G-4  
Washington, D.C.

WDGDS 4392

June 1, 1943

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:  
(Attention: Major General Barney M. Giles,  
Acting Chief of Air Staff).

Subject: Airplanes for Headquarters, Second Army.

1. The attached correspondence, subject as above is transmitted for necessary action. Particular attention is directed to pars. 2 and 4, 2nd Indorsement, Headquarters, Army Ground Forces, Army War College, Washington, D. C., dated May 31, 1943.

2. The following additional information pertaining to the subject matter has been furnished informally to this Division by Headquarters, Army Ground Forces:

a. The present C-73 airplane now assigned to Headquarters, Second Army was built in 1933 and has 15,808 hours flying time. The engine thereof has 8,898 hours. During the months of February, March and April, the airplane was away from its home field on the average of 16 1/2 days per month. On a recent trip it averaged only 89 miles per hour. It must land every 250 miles to refuel.

b. A C-45 airplane would not be sufficiently large to accommodate the 12 to 18 officers that normally comprise Army inspection teams.

3. It is deemed advisable that senior ground commanders and their staffs have adequate air transport at their disposal.

4. It is desired that this Division be informed as to the action taken upon the attached request of the Commanding General, Army Ground Forces.

By order of the Secretary of War:

s/ R.G. Moses

R. G. MOSES,  
Brigadier General,  
Assistant Chief of Staff, G-4.

Incls:  
Ltr. fr. AGF to AAF,  
May 8, 1943, w/2  
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ARMY GROUND FORCES  
Army War College  
Washington, D. C.

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DDO Hqs.  
8 Jan. & 20 June 1974  
By: W.H.H./H.H. AC. Date: 7-10-76

452.1/6(Second Army)-ONGDS  
(5-8-43)

May 8, 1943.

SUBJECT: Airplane for Headquarters Second Army.

TO : Commanding General, Army Air Forces, Washington, D. C.  
(Attention: Major Burrus).

1. The Commanding General, Second Army, has advised that the C-73 airplane now assigned his headquarters is too old for safe travel, and that its speed is limited to approximately 120 miles per hour.

2. Due to the unsafe condition of this airplane and its lack of speed, it is requested that a plane, type C-60 (18 place), be assigned headquarters, Second Army, for the use of the Commanding General and his staff.

3. The Second Army is required to make many inspection trips and, therefore, it is extremely urgent that steps be taken to substitute a newer type plane for the one now assigned.

4. Request that this headquarters be informed as to action taken.

For the COMMANDING GENERAL:

/s/ R. J. Delacroix  
R. J. DELACROIX  
Captain, A.G.D.  
Asst. Ground Adj. Gen.

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8 Jan. & 20 June 1974  
By NAJ/1111 JG, Date 7-10-76

452.1/6(Second Army) 1st Ind.

WD HEADQUARTERS ARMY AIR FORCES, WASHINGTON, D.C. May 21, 1943.

TO: Commanding General, Army Ground Forces, Army War College, Washington, D.C.

1. In reference to exchanging airplanes, it is expected that deliveries of C-45 airplanes will be received in September and the C-73 can be replaced by a C-45 at that time. The C-85 is a twin engine five-place ship, cruises at approximately 160 miles per hour and makes an excellent staff transport. Additional transport airplanes of the C-60 or larger types are not available for assignment for use of general officers, air or ground, and it is not expected that any will be available in the near future.

2. In reference to the question of the safety of the C-73 mentioned in the basic letter, it is recommended that the Commanding General, Second Army be advised to have the airplane inspected by the sub-depot at Memphis in order to determine its state of airworthiness.

For the Commanding General, Army Air Forces:

/s/ Barney M. Giles  
BARNEY M. GILES  
Major General, U. S. Army,  
Acting Chief of Air Staff.

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8 Jan. & 20 June 74  
By NAJ/1111 JG, Date 7-10-76

Subject: Airplane for Headquarters Second Army.

452.1 (Second Army)(S)-GNGDS 2nd Ind.  
(5-8-43)

HEADQUARTERS ARMY GROUND FORCES, Army War College, Washington, D. C.

May 31, 1943

To: Commanding General, Army Air Forces, Washington, D. C.  
(Thru: G-4, War Department, Attention: Colonel Sands).

1. It is desired that the request for an airplane, type C-60, for Headquarters, Second Army, be reconsidered.

2. This airplane is not to be assigned to the Commanding General, Second Army, as an individual, but is to be assigned to Headquarters, Second Army, for the use of the Commanding General and his staff.

3. Second Army units are scattered over an area from Wisconsin to Florida and from Kansas to the Atlantic Seaboard. As it is necessary for the Commanding General, Second Army, and his staff to make frequent inspections in groups of twelve to eighteen officers, an airplane, type C-45, would not be of sufficient size. Because of the numerous inspections required of high ranking officers, it is believed that air transportation should be used rather than rail, because of the savings of man hours. The type C-73, an eight place plane now assigned Second Army, has proven to be of insufficient size and is rapidly becoming unserviceable.

4. It is understood that the Commanding General, Army Air Forces, makes the decision as to the assignment of this type plane, therefore, it is requested that this request be brought to his personal attention.

For the COMMANDING GENERAL:

/s/ R. J. Delacroix.  
R. J. DELACROIX,  
Captain, A.G.D.  
Asst. Ground Adj. Gen.

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8 Jan 8 20 June 1974  
7-10-76

Airplane for Headquarters, Second Army.

Deputy Chief of Air Staff

10 June 1943

AGAS/Operations, Commitments & Requirements.

FRL/m/6152

Reply requested in Paragraph 1 forwarded.

Incls n/s

HARVEY H. GILES  
Major General, U. S. Army

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8 Jan. & 20 June 1974  
By ALM/HLL/C Date 7-10-76

Airplane for Headquarters, Second Army

Assistant Chief of Air Staff, Operations, Requirements and  
Commitments

June 5, 1943

Deputy Chief of Air Staff

1  
MER:JT 5246

1. For preparation of reply for signature in this office.
2. Unless the situation on availability of transports has changed considerably, reply should be along the vein that the Second Army is fortunate to be rucked up for a C-45.
3. The statement that this matter has been called to General Arnold's attention should be included.

1 Incl.  
Memo from G-4, 6-1-43  
w/incls.

WILLIAM E. HALL,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

Dispatched  
JUN 5 1943  
AAG

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GPO HRS  
8 Jan & 20 June 1974  
By: AUC/14-11, GC, Date: 7-1-80-76

Improve Modification & Delivery of Aircraft.

AC/AS - Materiel, Maintenance & Distribution.

1 June 43

Deputy Chief of the Air Staff

MAL/mhg/5265

Reference Par. 4, of your let indorsement to basic letter attached, note the foregoing.

Dispatched  
JUN 1 1943  
SSS

HILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

Incl. n/o

*Handwritten:* 100-1-527-1-272

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8 Jan 4 20 June 1974  
by SP4/BJB/C Date 7-10-76

**End-re Modification & Delivery of Aircraft**

Chief of the Air Staff

May 14, 1943

Air Transport Command

FER/AK/RMG 71333

1. Examples of aircraft which have been delayed due to deficiencies in manufacture or modification include:

- a. All the Russian aircraft being delivered by the Alaskan Route which encountered difficulties due to incomplete winterization which was the subject of a searching investigation during the early winter. This was not all chargeable to the Materiel Command.
- b. The Russian P-39's referred to in a memorandum from General George to General Arnold, December 24, 1942, Paragraph 9, reading as follows cover miscellaneous problems in addition to winterization:
  - \*b. Bore sighting of guns requested by Russians requires 9 hours per airplane with available equipment.
  - c. P-39 guns are always out of synchronization and five have had broken impulse wires.
  - d. Slinger-ring installation on P-39's is failing and requires reworking.
  - e. Repair or replacement of floor channel brace behind gear locking shaft on C-47.
  - f. Carburetor heat duct on P-39's has broken loose.
  - g. Twelve B-25's have incomplete cabin heat system, lacking either air scope or electric fan for circulation system.
  - h. Winterization instructions on basic directive from Wright Field and technical orders are in conflict, i.e. discrepancy between winterization check lists and work actually performed at modification centers and at the factories requires complete check of all 35 winterization items."
- c. The problem of rust and feathering of piston rings in the Russian and British A-20's which is exemplified by the following paragraph from a teletype sent by the 3rd Ferrying Group to Headquarters, Ferrying Division, Air Transport Command:

"Reference cylinder inspection now being conducted on A-20C airplanes at Home Sub-Depot, verbal information received from the Commanding Officer indicates that every A-20C will have to go to Patterson Field for engine and/or cylinder change. Further, Sub-Depot Commander indicates records show the aircraft were at Daggett Field, California for 12 to 18 days without any entry in the Form 1-A as to compliance with the necessary T.O.'s."

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**In-service Modification & Delivery of Aircraft**

Chief of the Air Staff  
Air Transport Command

May 14, 1943

3 (contd)  
PER/AR/RTG 71333

Most of the Russian A-20B's were taken into Mobile Air Depot for engine change as follows:

<u>Serial No.</u>	<u>Date</u>	<u>Serial No.</u>	<u>Date</u>	<u>Serial No.</u>	<u>Date</u>
41-2723	1-6-43	41-3488	1-19-43	41-3541	1-9-43
41-2760	1-9-43	41-3494	1-21-43	41-3542	12-31-42
41-2764	1-9-43	41-3495	1-19-43	41-3543	1-9-43
41-2811	1-19-43	41-3496	1-22-43	41-3545	12-31-42
41-2821	1-9-43	41-3514	1-15-43	41-3552	1-9-43
41-2850	1-16-43	41-3516	12-31-42	41-3553	1-9-43
41-3192	1-9-43	41-3517	12-31-42	41-3554	1-9-43
41-3211	1-6-43	41-3578	12-31-42	41-3555	1-9-43
41-3217	1-9-43	41-3520	12-31-42	41-3559	1-9-43
41-3440	1-9-43	41-3524	12-31-42	41-3569	1-9-43
41-3460	1-9-43	41-3525	12-31-42	41-3573	1-9-43
41-3487	1-19-43	41-3529	1-6-43	41-3575	1-9-43
		41-3530	12-31-42		

Some of the Russian A-20B's went into Oklahoma City Air Depot for engine change on January 15, 1943 as follows:

41-3539	41-3557	41-3570	41-3574	41-3576
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The British A-20's were sent to Fairfield Air Depot for engine change:

42-33161	1-20-43	42-33127	2-2-43	42-32987	2-4-43
42-33140	11-31-42	42-33130	2-2-43	42-32989	2-4-43
42-33159	1-13-43	42-33013	2-2-43	42-33004	2-4-43
42-33144	1-11-43	42-33061	2-2-43	42-33092	2-4-43
42-33148	1-13-43	42-33097	2-2-43	42-33110	2-4-43
42-33086	1-29-43	42-33099	2-2-43	42-33114	2-4-43
42-33116	1-29-43	42-33107	2-2-43	42-33117	2-4-43
42-32971	2-2-43	42-33129	2-2-43	42-33180	2-4-43
42-33095	2-2-43	42-33132	2-2-43	42-33126	2-4-43
42-33102	2-2-43	42-33133	2-2-43	42-33064	2-4-43
42-33111	2-2-43	42-33122	2-2-43		

2. a. Many delays have been encountered not so much as a result of basic incompleteness but because of incompleteness from the point of view of requirements for the ferrying operations, such as difficulties in securing extra tanks and radio compasses for Russian A-20's for South Atlantic delivery. Some of the aircraft involved which were finally sent to

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**Ind-re Modification & Delivery of Aircraft**

Chief of the Air Staff  
Air Transport Command

May 11, 1943

3 (cont'd)  
FER/AK/RSU 71333

Memphis around the middle of February for radio compass were:

42-33246	42-33242	42-33251
42-33287	42-33245	42-33249
42-33244	42-33243	42-33241
42-33300	42-33260	

- b. C-47 type aircraft for the Chinese repeatedly come out with U.S. confidential radio equipment. In earlier instances, this involved the return of the aircraft to a depot for a change in radios, for example 42-3288 and 42-3284. More recently, the Air Transport Command, each time these aircraft were reported available, specifically inquired about the radio equipment in order to avoid the necessity of sending them back to a depot after delivery has commenced. This is not properly a responsibility of the Air Transport Command, but inasmuch as on each instance there have been improper radios, (for example 42-23429 and 42-23430), this Command has felt it to be wiser to make the inquiry before picking up aircraft.
- c. The Air Transport Command has furnished the Materiel Command details as to the gasoline capacity necessary for ferrying transport types to various foreign destinations. This is not an item of basic construction but is a modification essential for flight delivery. C-47's for New Zealand, Serial Nos. 42-23556, 57, 58, 59 and 60 were reported available April 20, 1943, but with inadequate tankage and had to be ordered to Baggett (Douglas) for installation of additional tanks.

3. An example of delay on U. S. aircraft is the lack of provision for detonators on secret radio equipment on B-17's, and basic difficulties in engines on B-17's which required a number of engine changes after these aircraft had been released to the Air Transport Command. In the middle of February, 1943, among the aircraft which had to be returned to San Antonio Air Depot for installation of detonators after they had already departed for final destination were:

42-3002	42-3032	42-3040	42-5787	42-29636
42-3029	42-3033	42-3049	42-29487	42-29643
42-3030	42-3034	42-5784	42-29629	42-29563
		42-5786		

H. L. GEORGE  
Major-General, U.S.A.

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8 Jan 8 20 June 1974  
By 11111111 Date 1-10-76

CBS/m/3131

May 28 , 1943

MEMORANDUM FOR: General Giles

Subject: Unmodified B-25 Aircraft

1. General Arnold visited the Kansas City modification center on May 26, and found there were B-25 aircraft on hand than the center could handle at the moment. He directed that this apparent "surplus" be disposed of at once.
2. Kansas City modification center was short of aircraft available for work until as recently as May 20. Not until May 24 were there airplanes at Kansas City not actually undergoing modification.
3. It had been expected that there would be a surplus available for unmodified allocation sometime in May or June, word to that effect having been received from Wright Field as long ago as April 15.
4. However, in order that modification center work not be retarded for lack of aircraft, it is normally considered necessary by Wright Field to have a few aircraft at modification centers available to go into work. In addition, it is not believed advisable to issue orders for unmodified aircraft until it is certain that the modification center requirements are taken care of.
5. This point was not reached until May 24 or 25. This office was advised May 26 that there would be unmodified B-25 aircraft available shortly for assignment. These have been allocated. Since active theaters have been allocated required numbers including 30% reserve and the Third Air Force has reached required strength, sixty (60) were allocated to Flying Training Command for transition training and eight (8) to Ferrying Division, ATG, for "on the job" training.
6. For your information, the reasons for unmodified aircraft being available are:

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Memorandum for General Gilco - May 28

a. A slow-down in modified production due to difficulties encountered in the 75 mm cannon B-23.

b. A sudden influx of factory deliveries which had been held up temporarily, due to incorporation of various modifications in the factory production line.

O. P. NEYLAND  
Colonel, Air Corps.

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6/6/43*

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

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WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

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DDO hrs  
8 Jan. & 30 June 1974  
By: A67/HUC, Date: 7-10-74

May 12, 1943

MEMORANDUM TO: Chief of the Air Staff

SUBJECT: Estimated deliveries of Operational Combat  
and Transport Airplanes.

1. There are attached hereto two copies of estimates of monthly deliveries of combat and transport airplanes available for assignment to the Army Air Forces during the balance of 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 estimates assume availability of raw materials, machine tools, manpower, and other requisites to production as now planned. These estimates also assume modification requirements will not increase over those now being effected and prompt receipt by the Materiel Command of modification requirements.

3. During the past three months, our estimate of the total number of airplanes becoming tactically available during each of these months has been exceeded. However, because of the many contingent factors in the manufacture and modification of airplanes, it is recommended that not over 90% of these availability estimates be used for tactical planning.

*211-28 452-1 (825)*

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8 Jan. & 20 June 1974

By AL/III LC, Date 7-10-74

May 12, 1943

MEMORANDUM TO: Chief of the Air Staff

SUBJECT: Estimated deliveries of Operational Combat  
and Transport Airplanes.

1. There are attached hereto two copies of estimates of monthly deliveries of combat and transport airplanes available for assignment to the Army Air Forces during the balance of 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.

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1 Incl. - Table, above subj.  
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8 Jan. & 30 June 1974  
By: ALH/MLC, Date: 7-1-76

WAR DEPARTMENT

OFFICE OF THE CHIEF OF TRANSPORTATION  
WASHINGTON, D. C.

<del>GROUP</del>	
Auth.	Ch/Trans.
Initials	-----
Date	-----

STPM 452.1

May 20, 1945.

MEMORANDUM FOR LT. COL. ROBERT A. BOUDREAU, AAF:

Subject: Availability of U. S. S. CGM (AGV-12) for  
Transportation of Army Aircraft.

1. Reference is made to memorandum from your office, dated  
May 17, 1945, above subject.

2. There is inclosed copy of memorandum of May 19, 1945, from  
the Director, Naval Transportation Service to the Assistant Chief of  
Transportation, ASF. Proposal for split loading of subject vessel is  
indicated to be unacceptable to the Naval Department and it is pro-  
posed that the vessel be loaded for Casablanca only with a later  
voyage to the United Kingdom to be substituted for one voyage to  
Casablanca.

3. Requested this office be advised whether or not there will  
be a sufficient number of aircraft available for movement to Cas-  
ablanca to furnish a cargo for the U. S. S. CGM.

For the Chief of Transportation:

CURTIS F. BRIAN,  
Major, Transportation Corps,  
Movements Division.

1 Incl.,  
Cy of memo fm DPTS  
to Asst. Ch/T, 5/19/45.



cc: Gen. Wy150, TC,  
cc: Gen. Hanley, AAF.

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cc 5/20/45  
at 46432.1 (873)*

*873*

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In Reply refer to Initials  
and No.

Op-38-TS-MS  
(SC)A4-3/AGV-13  
Serial 06229  
NAVY DEPARTMENT  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
WASHINGTON

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May 19, 1943

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0 Jan & 30 June 1974  
On 4/11/88 (C. Date) - 10-76

**MEMORANDUM**

From: The Director, Naval Transportation Service.  
To: The Assistant Chief of Transportation,  
Army Service Forces, War Department.  
Attention: Major C. F. Bryan.  
Subject: Availability of U.S.S. COBE (AGV-13) transportation  
of Army Aircraft.  
Reference: (a) DITS memo 068039 dated 10 May 1943.  
(b) Transp. Corps, USA memo to DITS, SPTOM 452.1  
dated 15 May 1943 with encl. from AAF.  
(c) Cominch memo to DITS Serial 00985 dated 18  
May 1943.

1. Reference (a) made U.S.S. COBE available at New York  
about June 6 for loading Army aircraft for Casablanca and stated that  
this vessel would sail in USG-10.

2. Enclosure to reference (b) confirmed that the Army  
Air Forces desire to use subject vessel for delivery of planes from  
New York to Casablanca and further stated that, if necessity required,  
subject vessel will be loaded with a part cargo of planes for  
delivery to Casablanca and a part cargo of planes for delivery to United  
Kingdom.

3. The Commander-in-Chief, U. S. Fleet in reference (c)  
advised that split loading of U.S.S. COBE is very undesirable as it  
would increase the length of the voyage by an estimated 3 weeks and would  
probably necessitate delay or cancellation of the voyage scheduled for  
August. Reference (c) proposed that U.S.S. COBE carry planes for Cas-  
ablanca only and that, should the War Department desire, a later voyage to  
the United Kingdom only be substituted for one voyage to Casablanca.  
Early concurrence in this proposal is requested.

4. Transmission of this letter by registered mail within  
the continental limits of the United States is authorized.

/s/ W.M. Smith

cc: Cominch

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EX 71178

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8 Jan & 10 June 1974  
By: A14/HA JC: Date 7-18-76

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MAY 19 1943

MEMORANDUM FOR MR. HARRY L. HOPKINS, SPECIAL ASSISTANT TO THE PRESIDENT

Subject: Memorandum of May 6, 1943, from Mr. L. W. Douglas to Mr. Harry L. Hopkins

1. With reference to the subject memorandum, the following comments are submitted for your information:

**a. Tanker Lift.**

The estimate is apparently based

- (1) on a 30-day turn-around to the United Kingdom and North Africa, whereas actually sixty (60) days are required;
- (2) that a far greater number of tankers are equipped with Mecoane decks than is indicated by memorandum from the Tanker Division, War Shipping Administration dated April 27, 1943 (18 to United Kingdom and 13 to North Africa in June);
- (3) that crated aircraft can be loaded on steel-equipped tankers, whereas crated aircraft can be loaded only on Mecoane-equipped tankers, subject to a total weight limitation of 200 tons.

Based on the schedule of sailings for the month of June of Mecoane and steel-equipped tankers, as furnished by the Tanker Division of the War Shipping Administration, following is a comparison of Mr. Douglas' estimate and the actual tanker lift:

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Memo for Mr. Harry L. Hopkins  
Subj: Memo of 5/6/43

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	Mr. Douglas	Based on Tanker Division, WSA, Information
United Kingdom	1800 crated	984 crated
North Africa	660 "	364 "
United Kingdom	900 processed	258 P-38 type or 420 single engine fighters
North Africa	330 "	180 P-38 type or 300 single engine fighters

**b. Drydock or Dry-Cargo Space Lift.**

The estimate is apparently based on the assumption

- (1) All dry-cargo vessel space is available for the movement of aircraft, regardless of the theatre commander's requirements in the matter of tanks, cranes, locomotives, landing barges, etc.

Conceding that commercial vessel space to the United Kingdom is much easier than it was sixty (60) days ago, such is not the case to the Mediterranean, as there are no commercial sailings to this area. Therefore, the limited tonnage for this area is allocated to the various services by the theatre commander based on strategic plans and requirements.

- (2) The same number of airplanes, whether crated or partially assembled, can be loaded in the same amount of space available to North Africa.

In accordance with the previous comparison, a maximum of twenty-eight (28) single engine fighter aircraft, crated, can be loaded on the Mecoane deck of a tanker, whereas only fifteen (15) partially assembled single engine fighter aircraft or nine (9) partially assembled P-38 aircraft can be loaded on a Mecoane deck - a ratio of approximately two and three to one. The same ratio applies to the loading on decks of dry-cargo vessels.

2. The Transportation Corps advises that under present conditions the Army Air Forces can rely on the use of twenty-five (25) percent of the Army

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Memo for Mr. Harry L. Hopkins  
 Subj: Memo of 5/6/43

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dry-cargo vessel space to transport airplanes in excess of tanker capacities. On this basis the following would compare with Mr. Douglas' estimates:

	Mr. Douglas	Army Service Personnel <sup>1</sup>
United Kingdom	1000 crated	240 crated or 150 processed single engine fighters or 90 processed P-38
North Africa	500 crated	486 crated or 304 processed single engine fighters or 182 processed P-38

<sup>1</sup> Commercial vessel sailings to the United Kingdom not available.

3. These discrepancies are pointed out merely to indicate that actually the lift estimated by Mr. Douglas is somewhat in the indefinite future and on the assumption that all vessel space would be available to transport aircraft, and, further, that aircraft should be shipped on the basis of availability of space rather than on military requirements.

4. It is acknowledged that since the first of May there has been more shipping space available for the movement of aircraft to both the United Kingdom and North Africa than there has been aircraft required to be moved, for the reason that in the case of the North African operation the initial equipment was delivered between November, 1942, and May 1, 1943, and due to the success of the Army Air Forces' operation it has only been necessary to ship replacements at a low experience attrition rate.

5. The Army Air Forces are not unmindful of the excellent service performed by the War Shipping Administration and the Transportation Corps in transporting hundreds of airplanes at the time of the initial operation in North Africa, when shipping space was at a premium due to other requirements of the theatre commander. In fact, the Army Air Forces in early December, 1942, at the suggestion of the War Shipping Administration encouraged the development of the method for deck-loading aircraft on tankers, space then being wasted. The Army Air Forces accepted all responsibility and risk incidental to shipping by this improvised method, as a matter of expediency. Full credit is due the War Shipping Administration for meeting a critical situation.

6. It should be emphasized that the Army Air Forces does not consider the shipping of crated or partially assembled aircraft on the decks of tankers

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Memo for Mr. Harry L. Hopkins  
Subj: Memo of 5/4/43

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or dry-cargo vessels as the best method of delivering aircraft to foreign theatres. Aircraft to be shipped in this manner are required to be dis-assembled at the port of embarkation, processed against the action of the seas and the weather, then de-processed and reassembled at destination. This requires the use of considerable critical material as well as hundreds of man-hours of labor, both in the United States and overseas, and delays placing this aircraft in combat service.

7. Since January, 1942, General H. H. Arnold has stressed the necessity of having suitable vessels that would permit transporting aircraft fully assembled and delivering these overseas in flying condition, to assure the minimum delay in placing them in combat service. Utilizing tanker or dry-cargo vessel on-deck or below-deck space, as would be required with the present War Shipping Administration vessels, does not meet these requirements.

8. As a matter of information, since the War Shipping Administration has no suitable vessels to meet the requirements for the delivery of fully assembled aircraft in flying condition, the Army Air Forces has from time to time arranged for the loan of ACV being delivered to the British under lend-lease, and also U.S. CV and ACV. In fact, only recently, after prolonged negotiations between the Army Air Forces and the Navy Department, arrangements were completed whereby beginning in June the Navy Department will make available to the Army Air Forces two (2) ACVs in regular scheduled service in the Atlantic and Pacific Oceans. It is intended to make use of these vessels in preference to deck-loading on other types, although, as a matter of expediency, tanker and dry-cargo vessel space will be utilized to transport the excess requirements.

For the Commanding General, Army Air Forces:

(Sgd)

T. J. HANLEY, JR.  
Brigadier General, U.S.A.,  
Acting Chief of Air Staff.

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MAY 19 1943  
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8 Jan. & 20 June 1974  
By 44/HALC Date 7-10-76

*[Handwritten signature]*

May 17, 1943.

MEMORANDUM FOR GENERAL GILES:

SUBJECT: Status of P-47D Airplane Project 96095 at Middletown.

1. Captain Hoover, Air Service Command representative on temporary duty at Middletown Air Depot, monitoring subject project was contacted by telephone this morning (Monday, May 17th), and supplied the following information.

a. Of the 100 on this project, the following shipments of modified airplanes have been made:

17 on Friday, (mentioned in Memo, "Status of P-47D Airplanes", dated May 15th).

12 on Saturday, May 15th.

14 on Sunday, May 16th.

43 Total shipped as of Sunday, May 16th.

b. 17 modified airplanes are being loaded on cars and are expected to be shipped by this afternoon, May 17th.

c. 17 airplanes are now being worked and should be ready for loading by tomorrow morning. (May 18th).

d. A total of 91 of the 100 airplanes in this project had been received at Middletown Air Depot by Sunday afternoon (May 16th).

e. 34 fuel feed valves were on hand as of Sunday, May 16th; a shipment of 20 additional fuel feed valves is now being traced.

2. Captain Hoover estimates that the 96095 project will be finished by Thursday, May 20th.

*To: Gen Hanley*  
*Wald*  
*[Signature]*

ERIK H. [Signature]  
Colonel Air Corps.

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*[Signature]*  
*File 5/19/43*  
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8 Jan & 20 June 1978  
By NA/1118 AG: Date 7-10-90

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May 12, 1943

MEMORANDUM TO: Chief of the Air Staff

SUBJECT: Estimated deliveries of Operational Combat  
and Transport Airplanes.

1. There are attached hereto two copies of estimates of monthly deliveries of combat and transport airplanes available for assignment to the Army Air Forces during the balance of 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 estimates assume availability of raw materials, machine tools, manpower, and other requisites to production as now planned. These estimates also assume modification requirements will not increase over those now being effected and prompt receipt by the Materiel Command of modification requirements.

3. During the past three months, our estimate of the total number of airplanes becoming tactically available during each of these months has been exceeded. However, because of the many contingent factors in the manufacture and modification of airplanes, it is recommended that not over 90% of these availability estimates be used for tactical planning.

1 Incl. - Table, above subj.  
(in dup.)

/s/ DONALD F. FRITCH

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*Cur AB 4521 (868)*

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 DOD 105  
 8 Jan & 20 June 1974  
 By: ALM/MLL JG; Date: 7-16-74

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\*\*\*\*\*  
 \* THESE ESTIMATES ARE TO BE \*  
 \* USED ONLY AS QUALIFIED BY \*  
 \* THE ACCOMPANYING MEMORANDUM \*  
 \*\*\*\*\*

Estimated Operational Combat and Transport Airplanes  
 Becoming Available to the Army Air Force  
 As of May 10, 1945

	1945								Remarks
	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	
Total Combat and Transport	2523	2808	5177	5697	4100	4235	4795	4958	
Total Heavy Bombers	575	678	777	914	992	1068	1145	1265	
B-17 H	500	505	570	420	450	460	470	430	Estimates shaded to reflect: 1) Plans required for work in process at new Dallas Modification installation. 2) Less rapid acceleration of Boeing Seattle - labor scarcity - Vega cut in New Working Schedules. 3) More complex modification - chin turret, etc.
B-40 H	-	2	4	4	2	-	-	-	
B-24 H	275	350	400	485	550	560	590	750	FORT "WORKING SCHEDULE" CUT May lower because of new Birmingham Modification Center being slow in getting under way; expected to produce only 15 in May. Decrease July - December due to lower "working schedule" which will limit production.
B-29	-	1	3	5	10	15	25	35	
B-38	-	-	-	-	-	-	-	-	Schedule retarded to allow for redesigning pressurized cabin and fire control system.
Total Medium Bomber	451	451	476	523	528	560	564	600	
B-25 H	206	206	258	278	275	280	284	285	If unmodified planes are taken for OTH these estimates should be reduced to compensate for such diversion.
B-26 H	245	245	218	245	253	275	300	315	May increase due to factory deliveries in April being 35 in excess of estimate. Decrease July - December due to decrease in "working schedule".

B-20	-	2	3	5	10	15	25	35	
B-20	-	-	-	-	-	-	-	-	Schedule retarded to allow for redesigning pressurized cabin and fire control system.
Total Medium Bomber	452	452	476	523	580	560	564	600	
B-25 H	206	206	258	278	273	285	264	285	If unmodified plans are taken for OTM these estimates should be reduced to compensate for such diversion.
B-25 N	246	246	218	245	299	275	300	315	May increase due to factory deliveries in April being 35 in excess of estimate. Decrease July - December due to decrease in "working schedule".
Total Patrol Bombers	-	-	-	30	-	-	-	5	
PBY-3	-	-	-	-	-	-	-	-	
PBY-5A	-	-	-	30	-	-	-	-	
PBY-1	-	-	-	-	-	-	-	5	
Total Light Bombers, 2-eng.	60	70	75	110	130	150	150	150	
A-20 (Part only)	60	70	75	110	130	150	150	150	Modification problems preclude raising estimates despite improving factory production.
A-20	-	-	-	-	-	-	-	-	
A-20 & A-22	-	-	-	-	-	-	-	-	
A-20	-	-	-	-	-	-	-	-	
Total Light Bombers, 1-eng.	86	70	90	105	175	210	235	250	
A-24 (Part only)	25	35	25	40	60	70	75	70	This airplane called "non-operational" by Col. Gross.
A-24	-	-	-	-	-	-	-	-	
A-26 N	5	-	-	-	-	-	-	-	
A-26	18	35	35	65	115	140	160	180	Practically reduced "working schedule" - cut peak from 250 to 130.
Total Fighter, 2-eng.	25	180	260	282	332	284	336	342	
P-30 H (Part only)	25	130	260	210	330	280	330	330	
P-30	-	-	-	2	2	4	6	12	Engineering difficulties.
Total Fighters, 1-eng.	860	1013	1170	1264	1370	1515	1645	1660	
P-50 & P-50 H (Part only)	330	335	350	375	400	440	475	450	May increase due to anticipated decrease in pool. Decrease last 2 months of 1943 due to delayed change over to P-51.
P-40	125	205	295	275	250	300	300	300	
P-47	275	330	375	440	490	540	530	530	
P-51	130	145	150	174	200	255	280	305	Foreign delivery shift to May decreases AAF figure. Decreases September through November are accounted for by change in "working schedule".
P-50	-	-	-	-	-	-	-	15	

L. J. L. L.

GK

5/17/43

Copy for OAB

Air 01450.1 (76 F)

RECEIVED

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\*\*\*\*\*  
 \* THESE FIGURES ARE TO BE \*  
 \* USED ONLY AS QUALIFIED BY \*  
 \* THE ACCOUNTING MEMORANDUM \*  
 \*\*\*\*\*

Estimated Operational Combat and Transport Airplanes  
 Becoming Available to the Army Air Force  
 As of May 10, 1945

	1945								Remarks
	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	
Total Heavy Transport, 142-eng.	45	53	60	72	77	89	102	112	
C-54	5	5	5	4	7	9	12	15	Engineering trouble reflected in new "working schedule".
C-69	-	-	-	-	-	-	-	-	
C-87 M (Part only)	10	10	10	10	10	10	10	10	
C-46 (Part only)	32	40	45	58	60	70	80	87	
Total Medium Transports	125	143	153	183	193	208	259	334	
C-47 M	100	120	130	160	180	200	240	293	May increase balances April deficiency. Schedules June through November have been stepped up to reflect expectation that new JAC "working schedule" will relieve previously anticipated materials shortage affecting this Group V plane.
C-49	-	-	-	-	-	-	-	-	
C-53 M	25	25	25	25	12	-	-	-	Unchanged except to compensate for deficiency in April modification deliveries.
C-62	-	-	-	-	-	-	1	5	
C-76	-	-	-	-	1	8	17	34	
C-95	-	-	-	-	-	-	1	2	
Total Light Transports, 142-eng.	128	85	114	204	213	219	227	263	
C-60 M (Part only)	31	26	25	23	25	-	6	42	Change over from Wright to Pratt & Whitney engine decreases October and November estimates.
UC-48	75	25	45	135	135	160	160	160	Unchanged except for May when shift from UC-78B and UC-78C to UC-7 accounts for increase.
UC-43	6	6	6	7	10	12	12	12	Production warrants increase in early months and accelerated schedule with June and July starting increase accounts for increase.



C-39	-	-	-	-	-	-	-	-	
C-53-M	23	23	23	23	12	-	-	-	Unchanged except to compensate for deficiency in April modification deliveries.
C-60	-	-	-	-	-	-	1	5	
C-70	-	-	-	-	1	8	17	34	
C-95	-	-	-	-	-	-	1	2	
<b>Total Light Transports, 142-eng.</b>	<b>126</b>	<b>85</b>	<b>114</b>	<b>204</b>	<b>213</b>	<b>219</b>	<b>227</b>	<b>263</b>	
C-60 M (Part only)	31	26	25	23	25	-	6	12	Change over from Wright to Pratt & Whitney engine decreases October and November estimates.
UC-78	75	25	45	135	135	160	160	160	Unchanged except for May when shift from UC-78B and UC-78C to UC-78D accounts for increase.
UC-43	6	6	6	7	10	12	12	12	Production warrants increase in early months and accelerated schedule with Army and Navy sharing increase accounts for larger increase in later months.
UC-61	10	10	15	15	15	15	15	15	
UC-64	6	18	23	24	28	32	34	34	
<b>Other</b>									
F-5	40	25	-	-	90	-	110	-	

Analysis and Reports  
Control Office, H., M. & D.  
May 18, 1943

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DOD IIR  
8 Jan 6 30 June 1974  
By NA/HH/SC Date 7-10-76

Shipment of Captured Aircraft to the United States.

Assistant Chief of Air Staff, Materiel, Maintenance  
and Distribution.

17 May 1943.

Deputy Chief of Air Staff.

TJM/eva/6371

1

1. It is desired that you make cable request to the Commanding General, North African Theater, for the immediate shipment to the United States of one each of the following aircraft: P-1156; MA-200; SM-54; ME-210; FW-190; JU-52. (The model numbers of the airplanes captured are contained in cablegram No. JM-0399 dated May 15th from Algiers.)

2. These airplanes should be shipped to Orlando and Eglin Fields and, at the completion of tests at those stations, be sent to Wright Field.

3. Any of the models which may be captured in the future should also be sent to the United States for similar tests.

Dispatched  
MAY 17 1943  
AAG

T. J. HANLEY, JR.,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

air  
1943  
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Aug 25 1967 (607)

air

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~~CONFIDENTIAL~~

AFDMA-4D

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

DECLASSIFIED  
DOO DTS

8 Jan. & 20 June 1974  
By ALH/HLJ/IC Date 7-18-76

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

May 12, 1943

MEMORANDUM FOR THE DEPUTY CHIEF OF THE AIR STAFF:

(Attention: Brigadier General L. G. Saunders)

Subject: Inverter Trouble and A-5 Pilot Installation  
in B-24E Airplanes.

1. Referring to your recent telephone conversation with this office, following is the status of our efforts to overcome the inverter and A-5 pilot troubles in B-24E airplanes.

2. Four (4) B-24E airplanes are scheduled to leave Patterson Field today en route to Biggs Field for accelerated service test of these airplanes. The airplanes while at Patterson Field were brought up to date with the latest changes recommended by the Sperry Company and electrical manufacturers. These tests will be run under the supervision of the Accelerated Service Test Unit of Wright Field and technical representatives of the Sperry Company and the various electrical manufacturers concerned will also be in attendance.

3. The manufacturers' representatives and Wright Field engineers feel that a solution is at hand and that these tests will allow the ironing out of any minor or unanticipated difficulties.

4. General Branchaw charges that seven (7) ground acts for instructional purposes are being taken to Biggs at this same time.

BRIG. GENERAL, U. S. A.  
Chief, Technical Division  
Office, Asst. Chief of Air Staff,  
Material, Maintenance & Distribution.

MAY 13 43 PM



RECEIVED  
Air Lt. Colonel General

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~~CONFIDENTIAL~~



357

*1-26*  
*TBR*  
*File July 17, 1943*  
*452.1 (56)*

~~CONFIDENTIAL~~

AFHMA-49

DECLASSIFIED  
DOD NS  
8 Jan. & 20 June 1974  
By: AFHMA/IC, DOD 7-16-74

May 12, 1943

MEMORANDUM FOR THE DEPUTY CHIEF OF THE AIR STAFF:

(Attention: Brigadier General L. G. Saunders)

Subject: Inverter Trouble and A-5 Pilot Installation  
in B-24E Airplanes.

1. Referring to your recent telephone conversation with this office, following is the status of our efforts to unwork the inverter and A-5 pilot troubles in B-24E airplanes.

2. Four (4) B-24E airplanes are scheduled to leave Patterson Field today en route to Biggs Field for accelerated service test of these airplanes. The airplanes while at Patterson Field were brought up to date with the latest changes recommended by the Sperry Company and electrical manufacturers. These tests will be run under the supervision of the Accelerated Service Test Unit of Wright Field and technical representatives of the Sperry Company and the various electrical manufacturers concerned will also be in attendance.

3. The manufacturers' representatives and Wright Field engineers feel that a solution is at hand and that these tests will allow the ironing out of any minor or unanticipated difficulties.

B. W. CHIDLAN,  
Brig. General, U. S. A.  
Chief, Materiel Division  
Office, Asst. Chief of Air Staff,  
Materiel, Maintenance & Distribution.

*File 464 (over) 5/14/43  
(initial in Gen. Saunders file)*

*464-20900  
464-20900  
464-20900*

*File 464 5/15/43*

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*464-20900 160*

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DDO 475  
8 Jan. & 20 June 1976  
By ALM/RALG/Daw 7-10-76

May 15, 1943.

MEMORANDUM FOR GENERAL SOMERVELL:

Subject: Shortage of Aircraft to Load in  
Auxiliary Carrier Vessels and  
Mechanically Equipped Decks of Tankers.

This has reference to your memorandum regarding the shortage of aircraft to load in auxiliary carrier vessels and on mechanically equipped decks of tankers. The Army Air Forces have consistently requested transportation facilities for aircraft at the time aircraft are available for shipment and to destinations where they are required. Because of the space which was made available by the improvised method of shipping on tanker decks, and the successful operations of the Army Air Forces in North Africa, the demands for fighter aircraft were fully met with the departure of UGFLA, therefore, barring unforeseen circumstances, no more fighter aircraft will be shipped to North Africa until after June 30, 1943, except a nominal number for the French.

With the offer of the British ACV Searcher and the U. S. ACV Core for loading to North Africa in UGFLA, and in view of the changed situation in the matter of availability of aircraft to that theatre, it was thought advisable to immediately notify all concerned far enough in advance to permit the use of these vessels in other missions rather than await their being placed into position. It was not intended to give the impression that the Army Air Forces were cancelling all future facilities.

Subsequent to the receipt of your memorandum, conversation between Major General C. P. Gross and Brigadier General T. J. Hanley and inquiries at this office has developed the following facts:

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*awds. 452.1*

*(563)<sup>5</sup>*

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g. The offer of the use of the British ACV *Searcher* was contingent on the Army Air Force crating sixty (60) British aircraft for below deck loading to the United Kingdom intended to be transported in the *Searcher*.

h. The U. S. ACV *Cove* can be fully loaded for delivery of aircraft either to Casablanca or at both Casablanca and the United Kingdom as necessity appears.

i. Requests have been submitted to the Transportation Corps for the use of the first U. S. ACV to be made available on the West Coast on or about June 10 for delivery of aircraft to Brisbane, Australia.

In view of the immediate shortage of aircraft for shipment to North Africa and the necessity for the movement of a large number of British aircraft, it would seem advisable to inform the British accordingly.

The Army Air Force appreciates the efforts of the Army Service Forces in the matter of moving aircraft to overseas theatres and it also realized that the utilization of carriers for the purpose requires exact coordination between the Army Air Force and the Army Service Forces in order to make both carrier and aircraft available at the proper time and at the proper destination. It is believed that the permanent committee established by Brigadier General Wylie of the Transportation Corps for this purpose has had considerable success and Lt. Col. Emory A. Bushman nominated as the Army Air Force representative on this committee has been instructed to lend every assistance and cooperation.

For the Commanding General, Army Air Force:

Dispatched  
MAY 16 1943  
AAG

*(Signed)*  
T. J. HANLEY, JR.  
Brigadier General, U.S.A.,  
Acting Chief of Air Staff.

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*5/16/43*  
*as ab 452-1 (263) 8*

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DDO 874

8 Jan. 20 June 1974

By: A.H.H.H.C. Date: 7-10-74

NAV 11 1988

Transport Production for 1944.

General Hanley

Assistant Chief of Air Staff, Plans.

ECL:mnh <sup>-1-</sup>71127

1. With minor modification the attached paper has been approved by HM & D and OC & R.
2. It is recommended that the basic memorandum be issued as a directive.

2/Incls:

- 1.-R&R Rbv. Subj.
- 2.-Proposed memo for AC/AS OC&R and MMAD w/Tabc A & B.

O. A. ANDERSON,  
Brigadier General, U.S.A.

TO: Asst. Chief of Air Staff, Plans  
ATTENTION: Colonel Longhead.

FROM: Deputy Chief of the Air Staff.

DATE 14 May 43

COMMENT NO. 2  
MAL/m:g/5.65

General Hanley does not think that he should sign a directive on the allocation of transport aircraft in view of the fact that General ~~Hanley~~ has reserved allocation functions to himself. It is directed that the attached be revised omitting Section II if it is desired that General Hanley sign the same.

Dispatched  
MAI 15 1943  
ASB

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

Incl. n/e

av 28 874  
USA 1  
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av 28 874 861



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

~~SECRET~~

FORM 2 EAB:tan	
<del>SECRET</del>	
By Authority of The Commanding General Army Air Forces	
4/28	EAB
Date	Initials

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

DECLASSIFIED  
DDO 1175

MAY 7 1943

8 Jan 4 20 June 1971  
By *[Signature]* AC Date 7-10-76

MEMORANDUM FOR THE DEPUTY CHIEF OF THE AIR STAFF:

Subject: Progress Report of Transportation Corps Committee  
for Movement of Aircraft to Overseas Destinations

1. In accordance with Disposition Form OPD 565.4 dated March 11, 1943, subject: "Overseas Shipment of Aircraft", the Commanding General, Army Service Forces was given certain responsibilities in the implementation of JCS 192/1 to provide for the expeditious movement of aircraft to overseas theatres.

2. For the purpose of carrying out the responsibilities there was established a Transportation Corps committee charged with these duties. In accordance with request from the Assistant Chief of Transportation, the Deputy Chief of the Air Staff appointed Lt. Col. E. A. Boudreau as the Army Air Forces representative on this committee.

3. The following report of progress is submitted:

a. The first meeting of the committee was held on March 24, 1943, at which Army, Navy, and War Shipping Administration representatives were present. From the discussion, restricted to shipment of partially assembled aircraft on decks of tankers to the North African theatre, the Army Air Forces representative was impressed that the committee was not responding to JCS 192/1, which requires delivery of aircraft fully assembled in flyaway condition to all theatres. Protest was registered at the meeting, without result. However, written protest was filed with the chairman, and conference was held with General Wylie, who was absent from the initial meeting, with satisfactory result.

b. A second meeting was held on April 19th, at which time Lt. Col. Boudreau repeated General Arnold's original position in the matter of transporting fully assembled aircraft in flyaway condition to all theatres in accordance with JCS 192/1. It was further pointed out that the proposal for the shipment of aircraft on tanker decks was not a problem, as the Air Forces had pioneered such method of shipment and would naturally continue the use of tankers as long as methods of shipment of fully assembled aircraft in flyaway condition was not made available.

*W.C. 4851 (135)*



*Y. H. 3/11/43*

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*Noted by Gen. Hanley  
② Filed  
MOK  
10 May*

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**SECRET**

Memo for Dpty Chief of Air Staff  
Subject: Progress Report

g. Accordingly, it was agreed

- (1) That the implementation in JCS 192/1 was for the delivery of fully assembled aircraft in flyaway condition;
- (2) That the Army did not have vessels suitable for such movements;
- (3) That carrier and auxiliary carrier vessels were the only suitable vessels to transport fully assembled aircraft in flyaway condition;
- (4) Based on forecasts of prospective movements to all theatres by types of aircraft as submitted by the Army Air Forces representative, the Navy should prepare a schedule of suitable vessels which can be made available for the transporting of fully assembled aircraft in flyaway condition;
- (5) The Navy will report on the possibilities of making C-4 vessels available for the movement of fully assembled aircraft in flyaway condition;
- (6) That the priority of preference for shipment of other than fully assembled aircraft in flyaway condition would be partially assembled aircraft on tanker decks, or partially assembled or crated aircraft on dry-cargo vessels.

4. Army Air Forces officers accompanying Lt. Col. Boudreau to the meeting on April 19, 1943, were Brig. Gen. S. C. Godfrey, Construction Branch, Supply and Services Division, Materiel, Maintenance and Distribution; Major G. T. McHugh, Policy Section, Plans Division, Air Staff; and Major A. S. DuPont, Chief, Ferrying Tactical Unit, Operations Section, Air Transport Command.

For the Commanding General, Army Air Forces:

MAY 7 43 PM



RECEIVED  
Air Adjutant General

*for B. E. Meyers*

B. E. MEYERS  
Brig. General, U. S. A.  
Deputy Assistant Chief  
of Air Staff, M. M. and D.

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*Air 26452-859* ✓

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DECLASSIFIED  
DOD 103  
8 Jan 6 20 June 1973  
By: [unclear] AG, Date 7-10-76

May 6, 1943

MEMORANDUM FOR GENERAL GILLES:  
(All Personnel who are working on Allocation of  
Heavy and Medium Bombers)

Subject: Allocation of Heavy and Medium Bombers.

1. The following principles will govern the allocation of heavy and medium bombers effective this date.
2. In addition, its provisions will be applied to such airplanes still in the United States as will enable us to retain the training units at the status which they had April 1st.
3. The following priority will govern in all allocation of heavy and medium bombers:
  - a. First Priority. Replacements in combat theaters to maintain existing units at full operating strength and sufficient to build up 50% reserves.  
  
In computing requirements, all groups except as listed below will be considered as being at table of organization strength; that is, 38 planes per group for heavy bombers and 57 for medium bombers.  
  
The exceptions in this case are:  
  
2 heavy groups for the 5th Air Force under General Kenney.  
  
The heavy groups in the 12th Air Force under General Spaatz.
  - b. Second Priority. Creation of new units in the OTU's.
  - c. Third Priority. Other requirements such as training in the United States.
4. Every effort will be made to build up the existing units in the combat theaters to full strength and to secure for them a reserve of 50% of their operating strength at the earliest possible moment.

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*Quas 552 1855*

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This provision will be carried out even if no additional planes, repeat no additional planes, are given to the training establishments in the United States. It may even be necessary to cut out certain new units, which we are planning to form, to reach this figure, but if necessary this will be done.

(signed) H. H. Arnold  
H. H. ARNOLD,  
General, U. S. Army,  
Commanding General, Army Air Forces.

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*File 60/4/143*

DECLASSIFIED

May 7, 1963

**MEMORANDUM FOR The Assistant Chief of Air Staff, Operations,  
Commitments and Requirements.**

1. Your attention is invited to the attached letter which is a statement of the Heavy Bombardment aircraft target by theatres.

2. It is desired that similar letters be prepared for approval of this office of objectives for Medium, Light and Dive Bombardment and Fighter aircraft in order that all Air Staff agencies involved in the commitment of aircraft will be working toward the same objective.

3. Cables are now being prepared to transmit the Heavy Bombardment information to Generals Humesy, Harson and Spants. Upon approval of target for other types, similar cables should be dispatched transmitting goals for Medium, Light, Dive, Fighter types, etc.

4. It is also desired that a target be worked up for General Arnold's approval on the combat crew replacement system for each theatre.

1 Incl.  
Ltr.

**WILLIAM E. HALL,**  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

*File  
e 5/8/63*

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OFFICE SYMBOL	1	2	4	5	6
SIGNATURE OF RESPONSIBLE OFFICER					
INTERNAL OFFICE COORDINATION					

*W. E. Hall 032-1857*

DECLASSIFIED

May 7, 1943

**MEMORANDUM FOR The Assistant Chief of Air Staff, Operations,  
Commitments and Requirements.**

1. Your attention is invited to the attached letter which is a statement of the Heavy Bombardment aircraft target by theatres.
2. It is desired that similar letters be prepared for approval of this office of objectives for Medium, Light and Dive Bombardment and Fighter aircraft in order that all Air Staff agencies involved in the commitment of aircraft will be working toward the same objective.
3. Cables are now being prepared to transmit the Heavy Bombardment information to Generals Humes, Harman and Spotts. Upon approval of target for other types, similar cables should be dispatched transmitting goals for Medium, Light, Dive, Fighter types, etc.
4. It is also desired that a target be worked up for General Arnold's approval on the combat crew replacement system for each theatre.

1 Incl.  
Ltr.

**WILLIAM E. HALL,**  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

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*by hand*

DECLASSIFIED  
DDO #11

8 Jan. & 20 June 1974  
N. H. H. J. G. Date 2-10-76

May 7, 1943

**Aircraft and Crew Allotments to Theatres.**

- Chief of the Air Staff,
- Deputy Chief of the Air Staff,
- Assistant Chief of Air Staff, Personnel,
- Assistant Chief of Air Staff, Intelligence,
- Assistant Chief of Air Staff, Training,
- Assistant Chief of Air Staff, Material, Maintenance and Distribution,
- Assistant Chief of Air Staff, Operations, Commitments and Requirements,
- Assistant Chief of Air Staff, Plans,
- Advisory Council.

Following are the present objectives for allocation to Theatres of Heavy Bombardment Aircraft:

<u>THEATRE</u>	<u>AIRCRAFT</u>	<u>OBJECTIVE</u>
SOUTHWEST PACIFIC	- 2 Groups of 48 aircraft each + 50% Reserve = 144	(100) 5-7-43
	1 Group of 35 aircraft + 50% Reserve = 53	5-7-43
		197
SOUTH PACIFIC	- 2 Groups of 35 aircraft + 50% Reserve = 105	(100) 5-7-43
NORTH AFRICA	- 4 Groups of 48 aircraft + 50% Reserve = 208	5-7-43
MIDDLE EAST	- 2 Groups of 35 aircraft each + 50% Reserve = 105	5-7-43
INDIA	- 1 Group of 35 aircraft + 50% Reserve = 53	5-7-43
CHINA	- 1 Group of 35 aircraft + 50% Reserve = 53	5-7-43
U. K.	- 18 Groups of 35 aircraft + 50% Reserve = 945	7-1-43
	37 Groups of 35 aircraft + 50% Reserve = 1943	12-31-43
HAWAII	- 1 Group of 35 aircraft + 25% Reserve = 44	5-7-43
C. D. C.	- 1 Group of 35 aircraft + 25% Reserve = 44	5-7-43
A. B. C.	- 2 Squadrons of 12 aircraft + 25% Reserve = 30	5-7-43
V. D. C.	- 1 Group of 35 aircraft + 25% Reserve = 44	5-7-43

By command of General ARBOLD:

WILLIAM E. HALL,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

OFFICE SYMBOL	1	2	3	4
SIGNATURE OF RESPONSIBLE OFFICER				
INTERNAL OFFICE COORDINATION				

113 76-452-1 (257)



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DDO hrs.

8 Jan. 4 30 June 1974

By ALM/MLL LC Date 7-10-76

TO: Asst. Chief of Air Staff, Training.

DATE 26 May 43

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 3  
MAL/mdg/5265

For correction in the attached proposed letter as indicated therein. On a letter of this type a complimentary close should be placed thereon and General Hanley's signature should also be inserted.

Dispatched

MAY 27 1943

AMG

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

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*uicg 5321*

*(PSY)*

*uicg 5321 (PSY)*

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DECLASSIFIED  
DOO Hqs  
8 Jan. & 20 June 1974  
By ALJ/HLL/IC Date 7-10-76

Letter Dated April 29th from Air Vice Marshal Foster.

Assistant Chief of Air Staff, Operations, Commitments  
and Requirements.

4 May 1943.

Deputy Chief of Air Staff.

TJH/ova/6371 <sup>1</sup>

1. For preparation of reply.
2. The proposal of the British is not satisfactory in that we need these aircraft now. Suggest you tie in with Colonel Langsied in the preparation of your comments.

Dispatched  
MAY 4 1943  
AGG

Incl: U.S. CONF. ltr to Gen.  
Hanley frn AVN F. MacNeece  
Foster dtd Apr. 29, 1943 re  
our req. for 200 Mosquitoes.

T. J. HANLEY, JR.,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

*file  
0-1-43*

*228  
188  
184*

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*Av 28452 1/3/53*

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DOO Hqs  
8 Jan. & 20 June 1974  
By ALJ/HLL/IC Date 7-10-76

BRITISH JOINT STAFF MISSION  
OFFICES OF THE COMBINED CHIEFS OF STAFF

Washington

April 29, 1943.

BR. SECRET  
U. S. CONFIDENTIAL

Brigadier General T. J. Hanley, Jr.,  
Deputy Chief of Air Staff,  
Room 3E-1031,  
Pentagon Building,  
Arlington, Va.

My dear Hanley,

In reply to your letter dated 19th April, I have now received instructions from Air Ministry regarding your request for 200 Mosquitoes of which you require the first 24 urgently for use in North Africa.

Canadian production has only recently commenced and does not reach its peak until April, 1944. In these circumstances the Air Ministry propose to allot to the U.S.A.A.F. 24 aircraft in September for use in the North African theatre, a further 26 aircraft during October and November for use in U.K. and 20% attrition on the above quantities in subsequent months, and I should be glad to have your comments on this proposal before issuing the necessary orders.

Yours sincerely,

(Signed) F. MACNEECE POSTER

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED  
DD Form 129  
8 Jan & 20 June 1974  
By: AUC/HRPC, Date: 7-10-76

Establishment of Transshipping Point for Aircraft near Hampton Roads Port of Embarkation.

Assistant Chief of Air Staff, Materiel, Maintenance,  
and Distribution.  
Deputy Chief of the Air Staff.

May 4, 1943.

1

TJH/cma/8571

The attached memorandum from General Wylie is forwarded to you  
for comment.

Dispatched

MAY 4 1943

AAG

T. J. HANLEY, JR.,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

Incl: Memo for CC,AAF,  
frn Gen. Wylie, Asst. Chief  
of Transportation, dtd  
May 2, 1943, Subject as  
above. w/incl: Memo to  
CG,HRPC, 4-28-43, w/incls.

air 28 4521 (853)

File  
ci 5/8/43

DECLASSIFIED

~~CONFIDENTIAL~~

air 28 4521 (853)

WAR DEPARTMENT  
OFFICE OF THE CHIEF OF TRANSPORTATION  
WASHINGTON, D. C.

DECLASSIFIED  
DOD Ref.  
8 Jan. & 20 June 1978  
By ALM/MLC Date 2510-76

SPTOG/452.1-AA

May 2, 1948.

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Establishment of Transshipping Point for Aircraft near Hampton Roads Port of Embarkation.

1. Attached is a copy of a memorandum to the Commanding General, Hampton Roads Port of Embarkation, from one of his staff officers on the subject of the development of a C.A.A. airport in the vicinity of Hampton Roads Port of Embarkation, as a processing plant and barge terminus for aircraft destined for overseas shipment.

2. There is no existing facility similar to the Newark Intransit Depot and Processing Plant in the vicinity of the Hampton Roads Port of Embarkation. In view of the increasing congestion of shipping in New York Harbor, it is considered desirable to provide auxiliary facilities at Hampton Roads.

3. If the Army Air Forces concur, there is much merit in the recommendation for the immediate acquisition of the airport for military use, and beginning dredging and construction of bulkheads, docks, and access roadways. Your remarks and recommendations are, therefore, requested along the following lines:

a. Is the location of the airport suitable? Are the facilities adaptable to the purpose?

b. Will the Air Forces establish at this point a processing plant for the preparation of aircraft for shipment overseas in both a partially disassembled and flyaway condition?

c. Is an arrangement whereby the Service Forces provide for the construction of the barge terminal at the airport and the Air Forces provide for the housing and other plant required satisfactory?

For the Chief of Transportation:

ROBT. H. WILIE,  
Brigadier General,  
Assistant Chief of Transportation.

DECLASSIFIED



Incl.  
Memo to CG,  
HRFE, 4-28-48,  
w/incls.

*Air 452.1-1753*

**DECLASSIFIED  
SECRET**

DECLASSIFIED  
GDD IWS  
8 Jan & 20 June 1974  
By 4/11/81 JG Date 7-10-76

Transportation of Aircraft.

Assistant Chief of Air Staff, Operations, Commitments  
and Requirements.  
Deputy Chief of the Air Staff.

May 4, 1943.

TJH/cma/6571

1. Attached hereto is secret memorandum from War Department Transportation Division outlining capacity for shipment of aircraft to the U.K. and Africa, to include August.

2. General Arnold is putting continuous pressure on the A.S.F. for increased transportation facilities for aircraft. General Wylie, A.S.F., believes that this summation of capacity more than meets commitments of the Army Air Forces. I would like to have this checked against our allocations and commitments and, if the capacity meets our requirements, I intend to tell the Commanding General so that the pressure can be taken off General Somervell in this case.

3. With respect to the West Coast loadings, note that the Army Air Forces will be required to set up in the vicinity of San Pedro facilities for processing aircraft for shipment. I believe this is necessary because we cannot delay tankers by taking them into San Francisco since the need for the tanker is as great as the need for the airplane. In connection with this study it is desired that Colonel Boudreau, of M.H. & D., be consulted and the final paper coordinated with General Whitten.

Dispatched  
MAY 4 1943  
AAG

T. J. HANLEY, JR.,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

Incl: Secret copy of Memo,  
subject as above, dtd  
4/30/43, frn Maj. C.F. Bryan,  
Transportation Corps.

*44 28 4307 852*

*file  
at 5/4/43*

**DECLASSIFIED**

**SECRET**

*44 28 4307 852*

~~U.S. SECRET~~  
~~BRITISH MOST SECRET~~

DECLASSIFIED  
DDO ltr  
8 Jan & 20 June 1974  
By NA/1111/11 Date 7-10-76

Report on RAF Distribution of Combat Type Airplanes in Metropolitan Air Force  
Deputy Chief of the Air Staff, Brig. General T. J. Hanley April 28, 1943  
Statistical Control Division  
1  
CDS:GP 70809

45-211 (85) 10

1. Attached is a table showing distribution of combat type airplanes in Metropolitan Air Force of the Royal Air Force, July 1942 - February 1943, prepared by the Foreign Statistical Liaison Branch of this Division.
2. This study is submitted for your information and comments. If desired, it may be retained for your reference.

BRANDON BARRINGER  
Lt. Colonel, Air Corps  
Acting Chief, Statistical Control Division

1 Incl  
Subj. Rept.  
Copy #4

TO: Chief, Statistical Control  
FROM: Chief of the Air Staff

DATE: 5/3/43  
COMMENT NO: 2  
MAL/lw 5265

General Hanley retained the table of distribution for reference.

Incl. w/d

HILLARD A. LINBY  
Colonel, G. S. C.  
Secretary of Air Staff

Dispatched  
MAY 3 1943  
AAG

File 45-211 (85) 10  
5/3/43

DECLASSIFIED

~~U.S. SECRET~~  
~~BRITISH MOST SECRET~~

SECRET  
By Authority of  
The Commanding General  
Army Air Force  
Date  
Initial

~~U.S. SECRET~~  
~~BRITISH MOST SECRET~~

DECLASSIFIED  
DDO ltr  
8 Jan & 20 June 1974  
By NA/1111/11 Date 7-10-76

Report on RAF Distribution of Combat Type Airplanes in Metropolitan Air Force  
Deputy Chief of the Air Staff, Brig. General V. E. Hall April 28, 1943  
Statistical Control Division  
1  
CDS:GP 70809

45-211 (85) 10

1. Attached is a table showing distribution of combat type airplanes in Metropolitan Air Force of the Royal Air Force, July 1942 - February 1943, prepared by the Foreign Statistical Liaison Branch of this Division.
2. This study is submitted for your information and comments. If desired, it may be retained for your reference.

BRANDON BARRINGER  
Lt. Colonel, Air Corps  
Acting Chief, Statistical Control Division

1 Incl  
Subj. Rept.  
Copy #2

TO: Chief, Statistical Control  
FROM: Chief of the Air Staff

Date: 5/3/43  
COMMENT NO: 2  
MAL/lw 5265

Returned by General Hall without comment.

Incl. n/c

HILLARD A. LINBY  
Colonel, G. S. C.  
Secretary of Air Staff

Dispatched  
MAY 3 1943  
AAG

File 45-211 (85) 10  
5/3/43

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~~BRITISH MOST SECRET~~

SECRET  
By Authority of  
The Commanding General  
Army Air Force  
Date  
Initial



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~~BRITISH MOST SECRET~~

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DECLASSIFIED  
DDO #15  
6 Jan 68 02 June 1974  
By: [unclear] Date: 7-10-76

Report on RAF Distribution of Combat Type Airplanes in Metropolitan Air Force

Chief of the Air Staff

April 28, 1943

Statistical Control Division

OMB: AF 70000

4521/851

1. Attached is a table showing distribution of combat type airplanes in Metropolitan Air Force of the Royal Air Force, July 1942 - February 1943, prepared by the Foreign Statistical Liaison Branch of this Division.

2. This study is submitted for your information and comments. If desired, it may be retained for your reference.

BRANDON BARRINGER  
Lt. Colonel, Air Corps  
Acting Chief, Statistical Control Division

1 Incl  
Subj. Rept.  
Copy #1

TO: Chief, Statistical Control.

DATE: May 2, 1943

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 2  
MAL/1a/5265

In view of General Stratemeyer's absence, the attached is being returned.

The Acting Chief of Air Staff and the Deputies have received copies of the subject table.

Incl.-  
n/c

MILLARD A. LIEB  
Colonel, U. S. C.  
Secretary of the Air Staff.

File  
a/s/1/43

DECLASSIFIED

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~~BRITISH MOST SECRET~~

4521/851 (951)

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112  
[unclear]  
[unclear]

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DECLASSIFIED

DECLASSIFIED  
EOD 175  
# Jan. 6 20 1974  
By 242/1111 10 Dec 7-90-76

452.1 (851)

TO: Chief, Statistical Control.  
FROM: Deputy Chief of the Air Staff.

DATE: May 2, 1943  
COMMENT NO. 2  
MRE/1a/5355

In view of General Stratemeyer's absence, the attached is being returned.

The Acting Chief of Air Staff and the Deputies have received copies of the subject table.

Incl.-  
n/c

Dispatched  
MAY 3 1943  
AAG

MILLARD A. LINK  
Colonel, G. S. C.  
Secretary of the Air Staff.

File 5/3/43

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DECLASSIFIED

~~SECRET~~

452.1 (851)

DECLASSIFIED

DDI Form  
8 Jan 60 27 June 1974  
By: A11113/AGC Date: 7-10-76

~~SECRET~~

Reduction in 1943 Aircraft Production Target.

MAY 1 1943

General Hensley

Assistant Chief of Air Staff, Plans.

1  
HCL/ama/71127

1. Attached hereto is a copy of a paper which is being circulated in the War Department.
2. It looks as though the President's Program for 107,000 airplanes in 1943 is in the process of being scuttled.

*Handwritten:* 45211 (850)

O. A. ANDERSON,  
Brigadier General, U.S.A.

1 Incl:  
Copy of memo fr Col Jefferson  
to Chiefs of Ordnance, Gen Sup,  
& Liaison Sections.

TO: AC/AS - Material, Maintenance & Distribution.

DATE May 2, 1943

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 2  
MAL/ma/3865

The Acting Chief of Air Staff directs you note the foregoing and the attached, and render your comments hereon.

Incl.-  
N/C

MILLARD A. LINTY  
Colonel, G. S. C.  
Secretary of the Air Staff.

*Handwritten:* Done for 5/2  
file 5/13/43

DECLASSIFIED

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*Handwritten:* All 26452 (802)

DECLASSIFIED

DECLASSIFIED  
DOO 105  
8 Jan. & 30 June 1974  
By: ALH/MSR, Date: 7-10-76

Airplanes to General Spats and Kenney.  
AG/AS, OC&R, Allocations & Program Division.  
Deputy Chief of the Air Staff

4 May 43  
13  
MAL/mdg/5265

In order that this matter may be satisfactorily concluded, is it possible to get a simple answer to General Arnold's simple original query namely: "Is there a possibility of a swap whereby General Kenney can get A-20 G's that the people in North Africa do not particularly desire?"

Dispatched  
MAY 4 1943  
AMC

HILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

*Handwritten:* 1-2-52 8-10

*Handwritten:* 7.00 / 5/1/43

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*Handwritten:* Air 26-52-1848

SECRET  
DECLASSIFIED

DECLASSIFIED  
DOO 105  
8 Jan. & 30 June 1974  
By: ALH/MSR, Date: 7-10-76

TO: AG/AS - Op. Com. & Req.  
Allocations & Program Div.  
FROM: Chief of the Air Staff

DATE: 4/27/43  
COMMIT NO: 11  
MAL/lw 5265

Information is requested as to proposed allocation of A-20 type aircraft for remainder of the calendar year.

HILLARD A. LIBBY  
Colonel, G. S. C.  
Secretary of Air Staff

TO: Chief of Air Staff  
FROM: AG/AS, OC&R, Allocations & Program Division

Date April 28, 1943  
Commit No. 12  
R.W./m/XXX

1. Since preceding comments hereof were made an unofficial estimate of production of A-20 type aircraft for AAF during the next four months has been received from the Materiel Command. The more recent estimate is of production rather than of tactical availability and does not take into consideration the modification factor. Even so this estimate anticipates a greater availability of A-20 type aircraft than did the estimate of February 5, 1943.
2. The following planned allocation of A-20 type production is based on 70% of the most recent Materiel Command figures for the months April, May, and June, 1943 and 70% of the Materiel Command estimate of February 5, 1943 for the balance of 1943.

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DECLASSIFIED  
 DOO 1175  
 8 Jan. & 20 June 1974  
 By: W/H/LLC Date: 7-10-76

Airplanes to General Spaotts and Kenney

Chief of Air Staff  
 AG/AS, OCSR, Allocations & Program Division

Apr. 28, 1943  
 (Continued)

	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Light Fighter Modification		6	28	13	10	10	10		
AFAMC, APFGC	8								
3 A.F. - OTU (Note #1)	4	48	29	11	43	56	81	10	
3 A.F. - RTU (Note #2)				30	10	10	2		
12 A.F. Replace. Modification			12	12	12	12	12	12	10
5 A.F. Replace. Modification									12
6 A.F. Replace. Modification						1			
Initial Equip.-New gpe-Modif(Note #3)								83	83
AFSAT				1	1				
Total Production Allocated	12	54	63	67	75	90	105	105	105

- Note #1. The approved expansion program for Light Bombardment calls for three OTU parent groups by November 1, 1943. One such parent group is now in existence with 20% of required aircraft. One additional parent group is to be equipped by October 1, 1943 and one by November 1, 1943.
- Note #2. The approved expansion program for Light Bombardment calls for one RTU to be equipped during July, 1943.
- Note #3. Equipment for new groups: One group ready to move January 1, 1944, one group ready to move February 1, 1944. Initial equipment consists of fifty-seven (57) airplanes, unit equipment; fourteen (14) airplanes, 25% reserve; twelve (12) airplanes, first month's replacements. Total eighty-three (83) aircraft.

O. P. KEYLAND  
 Colonel, Air Corps

~~SECRET~~

**SECRET**

**DECLASSIFIED**

DECLASSIFIED

DDI #15

8 Jan. & 20 June 1974

By SP4/1411 LC. Date 7-10-76

Airplanes to General Spaatz and Kenney

April 26, 1943

Chief of Air Staff

10

Assistant Chief of Air Staff, Operations,  
Commitments and Requirements

LST/13/3487

Inviting attention to previous comment.

**BANKY M. GILES**  
Major General, U. S. Army

**DECLASSIFIED**

*Ans ab 452 / 1985*



~~SECRET~~

DECLASSIFIED

DECLASSIFIED

DDO No.

8 Jan. 4-30 June 1973

By NA/1/HHC, Date 7-10-76

452.1  
848

TO: AC/AS - Op. Com. & Req.  
Allocations & Programs Dir.  
FROM: Chief of the Air Staff

DATE: 4/23/43

COMMIT NO: 11  
SAC/AS 5265

Information is requested as to proposed allocation of A-20 type aircraft for remainder of the calendar year.

HILLARD A. LIBBY  
Colonel, U. S. C.  
Secretary of Air Staff

Dispatched  
APR 28 1943  
AAS

File  
4/28/43

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air ops 452.1 - 848

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CLASSIFIED

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DDO Hqs  
8 Jan & 20 June 1974  
By SP4/1112 AC Date 7-10-76

Assignment and Allocation of Transports.

Commanding General, Air Transport Command.

April 25, 1943.

Deputy Chief of Air Staff.

T.H./gmd/6571

1. General Arnold desires all members of the Staff, interested in the allocation of transports, to know that there are no surplus transports of the C-46, C-54, C-89, or C-87 types for assignment to any forces other than the Army Air Forces. In connection with the C-87's, we need all we can get for ourselves. Commitments will not be made or increased to any one without General Arnold's approval.

452.1 (6470)

Dispatched  
on 26 1943  
AAG

T. J. HANLEY, JR.,  
Brigadier General, U. S. A.,  
Deputy Chief of Air Staff.

Same RAR to: General Giles  
General Anderson  
Colonel Langsford

File  
on 4/26/43

DECLASSIFIED

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Copy for Miss England

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

~~SECRET~~

*PRZ*  
✓

DECLASSIFIED  
DDO 878

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

8 Dec 8 30 June 1974  
AMH/BA JC. D. 7-10-76

April 23, 1943.

MEMORANDUM FOR GENERAL ARNOLD:

1. The following is a report concerning 5,446 airplanes:

Grounded, awaiting parts -----	1,004	(letter showing parts missing has been mailed frn Air Serv.Cmd.)
Airplanes under maintenance at depots and sub-depots -----	830	
Modifications at depots & sub-depots ---	291	
Total Air Service Command responsibility -----	2,125	
Assigned to and awaiting parts in the Materiel Command -----	47	
Maintenance and repair in squadrons ----	1,396	
Modification in the Materiel Command ---	633	
Grounded by Technical Orders or awaiting crating and shipment -----	844	
Liaison airplanes -----	401	
Total grounded for reasons other than parts or matters that can be corrected by the Air Service Command -----	3,321	
<b>GRAND TOTAL</b>	<b>5,446</b>	

*152.1*  
*(846)*

2. General Frank reported by phone that the total figure was in his weekly report and that he made it knowing that the situation is bad but that it was information which you had to have. He is doing everything possible to improve the situation.

*hold*



DECLASSIFIED

*524*  
T. V. HANLEY, JR.,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

*Bill*  
*BT*

~~SECRET~~

*152.1 (846)*

~~SECRET~~  
DECLASSIFIED

DECLASSIFIED  
 DOD ITR  
 8 Jan. & 20 June 1974  
 By NAI/1111 IC Doc 71-10-76

April 25, 1945.

MEMORANDUM FOR GENERAL ARNOLD:

1. The following is a report concerning 5,446 airplanes:

Grounded, awaiting parts -----	1,004	(letter showing parts missing has been mailed from Air Serv. Comd.)
Airplanes under maintenance at depots and sub-depots -----	530	
Modifications at depots & sub-depots ---	291	
Total Air Service Command responsibility -----	2,125	
Assigned to and awaiting parts in the Materiel Command -----	47	
Maintenance and repair in squadrons ----	1,396	
Modification in the Materiel Command ---	633	
Grounded by Technical Orders or awaiting crating and shipment -----	644	
Liaison airplanes -----	401	
Total grounded for reasons other than parts or matters that can be corrected by the Air Service Command -----	5,321	
 GRAND TOTAL	 5,446	

2. General Frank reported by phone that the total figure was in his weekly report and that he made it knowing that the situation is bad but that it was information which you had to have. He is doing everything possible to improve the situation.

DECLASSIFIED

T. J. HANLEY, JR.,  
 Brigadier General, U.S.A.,  
 Deputy Chief of Air Staff.

~~SECRET~~

**SECRET**  
**DECLASSIFIED**

DECLASSIFIED  
DOD 11a  
8 Jan 80 June 1974  
By NAF/1111/CJ Date 7-10-76

**Combat Airplanes.**

**Asst. Chief of Air Staff, Training.**  
**Asst. Chief of Air Staff, Material, Maintenance, & Distribution.**  
~~XXXXXX~~ **Asst. Chief of Air Staff, Operations, Commitments, & Requirements.**  
**(IN YOUR).**

**April 29, 1943.**

**1**  
**LGA/gmd/72088**

**FROM: Deputy Chief of Air Staff.**

**1. The Air Inspector was given a directive to inspect the Flying Training Command, the OTU, and the RTU set up for the following:**

- a. Are our combat airplanes properly assigned? Are any assigned to Senior Officers for their sole use and thus not flown a minimum of sixty hours per month?**
- b. Are any combat types being held for some future use?**
- c. Are all combat planes in use getting a minimum of sixty hours per month, or is it possible to cut down on the number and thus get more hours per month per plane?**

**2. The Air Inspector's report is attached hereto, and you will extract such deficiencies mentioned therein as are pertinent to your respective Staff Divisions and insure that detailed corrective action is taken.**

**3. Expedite.**

**Incl:**  
**Report Concerning**  
**Combat Airplanes.**

**L. G. SAUNDERS,**  
**Brigadier General, U.S.A.,**  
**Deputy Chief of Air Staff.**

Disseminated  
APR 30 1944  
AG

124  
1254  
1254  
8

*File  
a 4/30/43*

**DECLASSIFIED**

**SECRET**

*Copy to three Inspectors  
442 452.1 (S) B*

~~SECRET~~  
DECLASSIFIED

DECLASSIFIED  
DOD WFS.  
8 Jan. & 20 June 1974  
By: N14/114 LC; Date 7-10-76

Combat Airplanes.

The Air Inspector

Deputy Chief of the Air Staff.

16 June 43

MAL/mdg/5265

1. The Deputy Chief of the Air Staff (General Saunders) desires that you review the foregoing comments to determine whether or not sufficient corrective action appears to have been taken as a result of the attached report.
2. If, in your opinion, the answers are insufficient you are directed to bring the remaining deficiencies to the notice of the interested staff divisions.
3. Further report will be made to General Saunders only in the case that all the corrective action which appears necessary after your review is not taken.

Incl. n/c

Dispatched  
16 JUN 1943  
AAG

WILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

*Handwritten:* 001 05 482-1 845-10

DECLASSIFIED

*Handwritten:* File 16 June 43

*Handwritten:* Anas 452-1 (845) B



DECLASSIFIED  
DDO HPS  
8 Jan. & 20 June 1974  
By USA/1111/C. Data 7-10-76

~~CONFIDENTIAL~~

Combat Airplanes  
Air Adjutant General  
Chief of the Air Staff

1/20/53

HAL/IN 5265

General Saunders directed this to the files.

WILLARD A. LIBBY  
Colonel, G. S. C.  
Secretary of Air Staff

1521  
845

File  
in 1/3/43

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~~CONFIDENTIAL~~

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DDO 1115  
8 Jan 8 10 June 8874  
By AL-1/1115/10 Date 7-10-76

Request for Dates of Contracts Giving Numbers of 4-engine Bombers Ordered.

TO: General Leland Miller  
FROM: General Arnold

4/16/43  
Comment No. 1.

Information is requested as to dates of contracts, giving numbers of 4-engine bombers ordered. I would like to have this cover the period from the time the first 4-engine bomber was ordered up to the 4,000 plane order which I believe was made in the summer of 1940. Then ask Materiel Division to give me the dates these B-15, B-19, and B-17's were accepted by the United States Government, this to include the deliveries of the first B-17 under the first 4,000 plane order.

4/21/43  
844

H. H. A.

General Hanley  
General Arnold

4/21/43  
Comment No. 2

Noted.

H. H. A.

TO: Budget and Fiscal.  
FROM: Deputy Chief of Air Staff.

Date 4/22/43  
Comment No. 3  
TJH/ama/5571

I presume you have discussed this matter with General Arnold in person since the attached teletype does not contain all of the information which is required.

T. J. HAWLEY, JR.,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

Encls: 57 of Paper on "Development & Early Development of B-17 Airplanes" & Teletype to Gen. Miller from Wright Field, dtd 4-15-43.

DECLASSIFIED

APR 23 1943

~~SECRET~~

7/22/43  
844

DECLASSIFIED  
DDO lrs

8 Jan. & 20 June 1974  
By: A11/H11/LC Date: 2-15-74

**SECRET**  
DECLASSIFIED

AFMSC-2D

Report on Battle of Bismarck Sea From Form #34

Deputy Chief of Air Staff  
Attention: Brig. Gen. T. J. Hanley  
Chief, Statistical Control Division

April 12, 1943

1  
LPH/ab 73891

1. The basic statistics of the Bismarck Sea have been worked up by this division at the request of Intelligence. It is believed that this subject is of interest to you and we are therefore submitting this study for your information and comment.

BRANDON BARRINGER  
Lt. Colonel, Air Corps  
Acting Chief, Statistical Control Division

5 Inclosures.

- Incl. 1. Data from Form 34
- Incl. 2. Chart
- Incl. 3. Map
- Incl. 4. Statistical Summary
- Incl. 5. Summary, Squadrons in 5th A.F.

Incl. Copy # 6

TO: Chief, Statistical Control Division

FROM: Deputy Chief of the Air Staff.

DATE 15 April 1943

COMMENT NO. 2  
TJM/eva/6371

Noted.

Incls: n/c.

Dispatched  
APR 16 1943  
AAG

T. J. HANLEY, JR.,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

**SECRET**  
DECLASSIFIED

*File 452.1*  
*air ab 452.1 837*

DECLASSIFIED

WAR DEPARTMENT  
Headquarters Army Air Forces  
Washington

Received from Chief of Statistical Control, Headquarters,  
Army Air Forces, Washington, D. C., the following Classified papers;

Addressed to: **Statistical Control**

Subject: **Delivered Unrestricted Heavy and Medium Bombers in U.S.  
as of March 21, 1943**

Date: **March 21, 1943**

No. of Copies:

Please Accomplish and  
Return Immediately to:

Security Service  
Chief, Statistical Control;  
Headquarters Army Air Forces,  
Room 4C-1062, Pentagon Bldg.  
Arlington, Virginia

Duplicate copy for your files.

C. I. No. \_\_\_\_\_

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Name \_\_\_\_\_  
RANK \_\_\_\_\_  
OFFICE \_\_\_\_\_

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*air ab file*  
*air ab 452.1 837*

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DOD ITR  
8 Jan. & 20 June 1974  
By: A-1/HIS/IC, Date: 1-10-76

DELIVERED UNRESTRICTED HEAVY AND MEDIUM BOMBERS IN U.S.

(REPORTED BY POSSESSING ORGANIZATIONS)

As of 1200 E.W.T. March 21, 1943

Air Staff, Management Control  
Chief, Statistical Control  
(AFMSC-2C)  
March 23, 1943

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HEAVY AND MEDIUM BOMBERS IN U.S.

As of March 21, 1943

	<u>B-17</u>	<u>B-24</u>	<u>B-25</u>	<u>B-26</u>
1st Air Force				
2nd Air Force	317	151	?	
2nd Air Force Concentration Wing	274	84		
3rd Air Force			212	157-?
3rd Air Force Concentration Wing			69	44
4th Air Force		8	20	
Air Service Command	194	114	114	165
Material Command	146	151	309	153 ?
Flying Training Command	99	46	81	30
Technical Training Command	3	2	10	1
Air Transport Command	66	19	90	31 ?
Proving Ground Command	4	4	11	9
Air Support Units	6			
Air Forces School of Applied Tactics	11	6	2	
Anti-Submarine Units	1	21	37	
Sea Search Attack		2	1	
Photo Mapping			12	
Total . . . . .	1121	608	968	590

Air Staff, Management Control  
Chief, Statistical Control  
(AFMSC-2C)  
March 23, 1943

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HEAVY BOMBERS IN U.S.

As of March 21, 1943

2nd Air Force Units	<u>B-17</u>	2nd Air Force Units	<u>B-24</u>
Geiger Field	12	Geiger Field	1
Wendover Field	19	Biggs Field	23
Pueblo	16	Davis Monthan	43
Walla Walla	31	Clovis	25
Sioux City	8	Alamogordo	34
Cowan Field	36	Lowry Field	23
Casper	15	Topeka	<u>2</u>
Scottsbluff	7		
Watertown	8	Total . . . . .	151
Mitchel	8		
Scribner	6	2nd Air Force	
Blythe	42	21st Concentration Wing	
Rapid City	5		
Ainsworth	15	Salina	1
Pierre	16	Topeka	<u>83</u>
Orlando	4		
Ephrata	13	Total . . . . .	84
Kearney	4		
Dalhart	6	Air Transport Command	
Fyote	44		
Dyersburg	<u>2</u>	St. Joseph	2
Total . . . . .	317	Morrison	1
		Newcastle	2
2nd Air Force		Memphis	1
21st Concentration Wing		Love Field	8
		Long Beach	3
Salina	112	Homestead	<u>2</u>
Kearney	41		
Walker	19	Total . . . . .	19
Tinker	14		
Sioux City	38	Materiel Command	
Casper	14		
Pueblo	<u>36</u>	Birmingham	12
Total . . . . .	274	Patterson	2
		Fort Worth	60
Air Transport Command		St. Paul	3
		Tucson	53
St. Joseph	1	Wright	9
Presque Isle	5	Ipsillanti	4
Memphis	3	Buffalo	1
Gore Field	32	San Diego	<u>7</u>
Morrison	5		
		Total . . . . .	151

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Air Transport Command-Con't.	<u>B-17</u>	Technical Training Command	<u>B-24</u>
New Castle	2	New Haven	1
Long Beach	14	Boca Raton	<u>1</u>
Nashville	1	Total	2
Homestead	<u>3</u>		
Total	66	Proving Ground Command	
Material Command		Eglin Field	3
Seattle	6	Hope	<u>1</u>
Patterson	3	Total	4
Wright	6		
Cheyenne	83	Flying Training Command	
Denver	<u>48</u>	Tarrant	26
Total	146	Smyrna	<u>20</u>
Technical Training Command		Total	46
Boca Raton	1	Anti-Submarine Units	
Amarillo	<u>2</u>	Langley	13
Total	3	Westover	7
Proving Ground Command		Miami	<u>1</u>
Eglin Field	<u>4</u>	Total	21
Total	4	4th Air Force	
Flying Training		Muroc Lake	<u>8</u>
Smyrna	17	Total	8
Hendricks	35	School Applied Tactics	
Lockburn	17	Orlando	<u>6</u>
Las Vegas	3	Total	6
Hobbs	<u>27</u>	Sea Search Attack	
Total	99	Langley	<u>2</u>
Air Support		Total	2
Colorado Springs	6		
Total	6		
Anti-Submarine Units			
Langley	1		
Total	1		

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School Applied Tactics	<u>B-17</u>
Brooksville	<u>11</u>
Total	11

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B-17

Air Service Command	Grounded				
	Total	Flvable	Maintenance, Repair, or Modification	Awaiting Parts	Other Reasons
Hill Field	2		2		
Tinker Field	16	8	8		
Rome	1		1		
Olmstead	1			1	
Washington, D.C.	1	1			
Geiger Field	3	1	1	1	
Gowen Field	19	16		3	
Wendover	3	1		2	
Pueblo	5		4	1	
Presque Isle	1		1		
Eglin Field	1		1		
Hendricks Field	3		2	1	
Lockburn	1				
St. Joseph	1				
Davis-Monthan	1	1			
Biggs Field	6			1	1
Pyote	17	6	9	2	
March Field	1	1			
Cheyenne	1		1		
Spokane	1		1		
Brookley Field	26	6	20		
Patterson Field	8	1	7		
Hammer Field	1		1		
Gore Field	1			1	
Selman Field	1		1		
Walla Walla	2		1		1
Rapid City	5		2		3
Sioux Falls	1			1	
Sioux City	6	2	3		1
Hobbs	5	5			
Blythe	8	3		5	
Casper	6		4	2	
Pocatello	2		1	1	
Colorado Springs	13	13			
Smoky Hill	7	4	2	1	
Kearney	1			1	
Jackson	2		2		
Gulfport	2		2		
Orlando	1			1	
Smyrna	1		1		
Morrison Field	5		3	2	
DeRidder	1			1	
Laurel	1		1		
Romulus	2			2	
Kirtland Field	1		1		
Total	194	69	89	30	6

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B-24

Air Service Command	Grounded				
	Total	Flvable	Maintenance, Repair, or Modification	Awaiting Parts	Other Reasons
Stinson	1		1		
Hill	16	1	15		
McClellan	3		2	1	
Tinker	1		1		
LaGuardia	1	1			
Washington	1	1			
Warner Robins	10	3	7		
Brookley	4	1	3		
Patterson	4		4		
Duncan	15	1	13	1	
Lowry	1			1	
Wendover	1				1
Amarillo	1				
Topeka	4	3	1		
Smoky Hill	2	1	1		
Pueblo	1				1
Langley	3			3	
Mitchel	2		1	1	
Boca Raton	1				1
Memphis	2		1	1	
Nashville	1		1		
Smyrna	4	2	2		
Morrison	1		1		
DeRidder	1			1	
Barksdale	1		1		
Davis-Monthan	4		4		
Biggs Field	4		2	2	
Clovis	10	8	1	1	
Hensley	8		8		
Long Beach	1			1	
Alamogordo	5	3	1		1
Total	114	25	72	15	2

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MEDIUM BOMBERS IN U. S.

As of March 21, 1943

3rd Air Force Units	<u>B-25</u>	3rd Air Force Units	<u>B-26</u>
Morris	7	Jacksonville	1
Pope	1	MacDill	53
Godman	4	Myrtle Beach	10
Colorado Springs	1	Barksdale	17
Esler	8	Avon Park	22
New Orleans	1	Lake Charles	48
Tampa	1	Tampa	1
Will Rogers	9	Baer	4
Tallahoma	6	Hunter	<u>1</u>
MacDill	2	Total	157
Columbus	2	3rd Air Force	
Greenville	56	3rd Concentration Wing	
Walterboro	31	Hunter	44
Columbia	<u>83</u>	Total	44
Total	212	Materiel Command	
3rd Air Force		Baltimore	8
3rd Concentration Wing		Ipsilanti	1
Hunter	<u>69</u>	Wright	5
Total	69	Omaha	136 ✓
Materiel Command		Patterson	<u>3</u>
Kansas City	145	Total	153
St. Paul	82	Air Transport Command	
Tulsa	65	Morrison	2
Paterson, N.J.	1	New Castle	<u>29</u>
Inglewood	8	Total	31
Patterson Field	2	Proving Ground Command	
Wright	<u>6</u>	Eglin	<u>9</u>
Total	309	Total	9
Air Transport Command		Flying Training	
St. Joseph	11	Del Rio	<u>30</u>
Hamilton	2	Total	30
New Castle	10		
Romulus	4		
Memphis	8		
Love	30		
Longbeach	<u>5</u>		

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Air Transport Command-Con't.	<u>B-25</u>	Technical Training	<u>B-26</u>
Gore	9	Sheppard	<u>1</u>
Nashville	1	Total	1
Morrison	<u>10</u>		
Total	90		
Proving Ground			
Eglin	6		
Aberdeen	2		
Jefferson	1		
Hope	<u>2</u>		
Total	11		
Flying Training			
Tarrant	1		
Tyndall	20		
Mather	20		
Roswell	<u>40</u>		
Total	81		
Technical Training			
Sheppard	<u>10</u>		
Total	10		
Anti-Submarine Units			
Dover	7		
Westover	6		
Ft. Dix	8		
Grenier	7		
Otis	<u>9</u>		
Total	37		
4th Air Force			
Hamilton	1		
March	3		
Portland	4		
North Island	1		
Hammer	8		
Sacramento	<u>3</u>		
Total	20		

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Sea Search Attach	B-25
Langley	<u>1</u>
Total	1
Photo Mapping	
MacDill	7
Bolling	<u>5</u>
Total	12
School of Applied Tactics	
Orlando	1
Kissimee	<u>1</u>
Total	2

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	<u>B-25</u>				
	<u>Grounded</u>				
<u>Air Service Command</u>	<u>Total</u>	<u>Flyable</u>	<u>Maintenance, Repair, or Modification</u>	<u>Awaiting Parts</u>	<u>Other Reasons</u>
Ft. Dix	1			1	
Spokane	1		1		
Rome	4	1	1	2	
Warner Robins	1		1		
Patterson	3		3		
Hammer	6		6		
Mather	2		1	1	
Portland	3		2	1	
Bolling	1			1	
Langley	4		4		
Jackson	2		1	1	
Columbia	15		12	2	1
Greenville	15		14	1	
Nashville	1		1		
Tyndall	2		2		
Morrison	4	2	2		
Lockbourne	2	1		1	
Scott Fld.	1	1			
St. Joseph	2		2		
Roswell	1		1		
Chicago Municipal	1				1
Myrtle Beach	3	1	1	1	
Walterboro	12	2	5	5	
Tinker	1	1			
Hill Fld.	3	1	2		
Colorado Springs	2		2		
Will Rogers	1	1			
Westover	2			2	
Moody	1			1	
Euler Fld.	1	1			
MacDill	1	1			
Memphis	2		1	1	
Key Fld.	1		1		
Orlando	1		1		
DeRidder	2	1	1		
Romulus	1		1		
Kellogg	1		1		
St. Joseph	4	1	3		
Love	1			1	
Davis-Monthan	1			1	
Biggs	1		1		
Total	114		74	23	2

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 8-26

<u>Air Service Command</u>	<u>Grounded</u>				
	<u>Total</u>	<u>Flvable</u>	<u>Maintenance, Repair, or Modification</u>	<u>Awaiting Parts</u>	<u>Other Reasons</u>
Avon Park	2		2		
Patterson	2		2		
Duncan	1	1			
Presque Isle	2		1	1	
Harding	1			1	
Eglin	1	1			
Lake Charles	3			3	
MacDill	17	8	6	3	
Memphis	1	1			
Nashville	1	1			
Morrison	4	1	1	2	
Kirtland	2			2	
Rome	113	14	99		
Del Rio	4		4		
Lincoln	1	1			
Smoky Hill	1			1	
Boca Raton	1		1		
Barksdale	1			1	
Ellington	1	1			
Mitchel	1			1	
Richmond	1	1			
Newcastle	1			1	
Maxwell	1			1	
Baer	2			2	
<b>Total</b>	<b>165</b>	<b>30</b>	<b>116</b>	<b>19</b>	

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TO: Asst. Chief of Air Staff, Training.  
FROM: Deputy Chief of the Air Staff.

DATE 26 May 43

COMMENT NO. 3  
MIL/mc/5265

By correction in the attached proposed letter as indicated therein. On a letter of this type a complimentary close should be placed thereon and General Masley's signature should also be inserted.

HILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

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File 129/43  
1854

airad 452, 1854

airad 452, 1854

DECLASSIFIED  
200 703  
8 Dec 4 20 June 1971  
By NAJ/STAC Date 2-10-74

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MAE/hw/5237  
Rewritten May 28/43  
Written May 23/43

MAY 29 1943

Air Vice Marshal F. M. Foster  
British Joint Staff Mission  
Washington, D. C.

My dear Air Vice Marshal:

The proposal in your letter of April 29th regarding the delivery to the U. S. Army Air Forces of Mosquitoes from U. K. financed Canadian production has been carefully reviewed by the Air Staff. Consideration has been given to the changes which have occurred in the strategic situation since we submitted to you our original bid for two hundred (200) Mosquitoes. Consideration has also been given to the tactical and technical data which has become available as a result of the Tunisian Campaign.

In the next phase of planned operations, the Lockheed P-5 (PQ38) and the single-engined fighters which may carry cameras do not have the range which is required to secure the data for planning the missions for our strategic bombing against targets in the interior of Germany and in the industrial area of Italy.

We are obliged, therefore, to request that you reconsider your proposal of April 29th. It is essential to our operations that we receive both earlier deliveries and larger quantities than you have offered to provide to the U. S. Army Air Forces.

An analysis of our requirements indicates that a schedule of deliveries as listed below represents the bare minimum with which our planned operations may be satisfactorily conducted:

	1943							Total
	M	J	J	A	S	O	N	D
AAF minimum requirements	5	13	13	39	12	35	17	134
RAF offer (4-29-43)	5	-	-	-	24	31	36	111

We feel sure that you appreciate the degree to which the effectiveness of our heavy bomber effort depends upon the prompt

227  
1521  
151

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Ltr. to Air Vice Marshal F. M. Foster, British Joint Staff Mission,  
Washington, D. C. (CONTINUED)

meeting of our requirement for long range two-place photo reconn-  
aissance airplanes. The schedule of operations as planned does  
not permit the delay of delivery of the equipment to North Africa  
until September.

Sincerely yours,

T. J. HANLEY, JR.,  
Brigadier General, U.S.A.  
Deputy Chief of Air Staff

Dispatched  
MAY 29 1943  
AMG

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**CONFIDENTIAL**

*File 101/109*  
*002 4521*

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AFREP  
MAE/bg 73051

Wrtm May 23/43

DECLASSIFIED  
DDO 110  
6 Jan & 20 June 1975  
By AF/1111/C Date 7-10-76

Vice Air Marshal F. H. Foster  
British Joint Staff Mission  
Washington, D. C.

My dear Foster:

The proposal in your letter of April 29th regarding the delivery to the U. S. Army Air Forces of Mosquitoes from U.K. financed Canadian production has been carefully reviewed by the Air Staff. Consideration has been given to the changes which have occurred in the strategic situation since we submitted to you our original bid for two hundred (200) Mosquitoes. Consideration has also been given to the tactical and technical data which has become available as a result of the Tunisian Campaign.

In the next phase of planned operations, the Lockheed P-51 (P-50) and the single-engine fighters which may carry cameras do not have the range which is required to secure the data for planning the missions for our strategic bombing against targets in the interior of Germany and in the industrial area of Italy.

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RAF offer (4-29-43)	5	-	-	-	24	31	36	18	111

We feel sure that you appreciate the degree to which the effectiveness of our heavy bomber effort depends upon the prompt meeting of our requirement for long range two-place photo reconnaissance airplanes. The schedule of operations as planned does not permit the delay of delivery of the equipment to North Africa until September.

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*Revised*

~~SECRET~~

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DDO 873

8 Aug. & 20 June 1974

By Alvin J. Little, Date 7-10-76

April 9, 1943.

MEMORANDUM FOR: Brigadier General L. O. Saunders  
 Brigadier General W. E. Hall  
 Assistant Chief of Air Staff, Personnel  
 Assistant Chief of Air Staff, Intelligence  
 Assistant Chief of Air Staff, Training  
 Assistant Chief of Air Staff, Material,  
 Maintenance and Distribution  
 Assistant Chief of Air Staff, Operations,  
 Commitments and Requirements  
 Assistant Chief of Air Staff, Plans

Subject: Army Air Force Program for 1943

The Commanding General wants it definitely understood by all agencies of the Army Air Forces that our program for 1943 is 107,000 airplanes. We will not cut down, below that figure and we will not discuss, with a view to compromise, with any other War Department agency a reduction below that figure. This attitude will be reflected in all of our studies, conferences and plans.

*214.18.05 2, 1 (82)*

*I. J. Henley, Jr.*  
 I. J. HENLEY, JR.,  
 Brigadier General, U.S.A.,  
 Deputy Chief of Air Staff.

Dispatched  
 APR 10 1943  
 AAG  
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~~SECRET~~ *Ar 25 452.1 833*



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Status of B-26's Equipped with 75 mm. Cannon.

DECLASSIFIED  
DDO WTS  
8 Dec. & 20 June 1974  
By AMJ/HHC, Date 7-10-76

TO: Assistant Chief of Air Staff, Operations,  
Commitments and Requirements.  
FROM: Deputy Chief of the Air Staff.

Date 8 April 1943  
Comment No. 2.  
TJR/gms/6371

*AMJ 15-7-1 (831)*

For preparation of the required study.

T. J. HANLEY, JR.,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

Dispatched  
APR 9 1943  
AMJ

Incl: n/e.

*File  
at 4/10/43*

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*Ames + Air Staff*

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DDO WTS  
8 Dec. & 20 June 1974  
By AMJ/HHC, Date 7-10-76

Status of B-26's Equipped with 75 mm. Cannon.  
General Hanley  
General Arnold

4/8/43.

1.

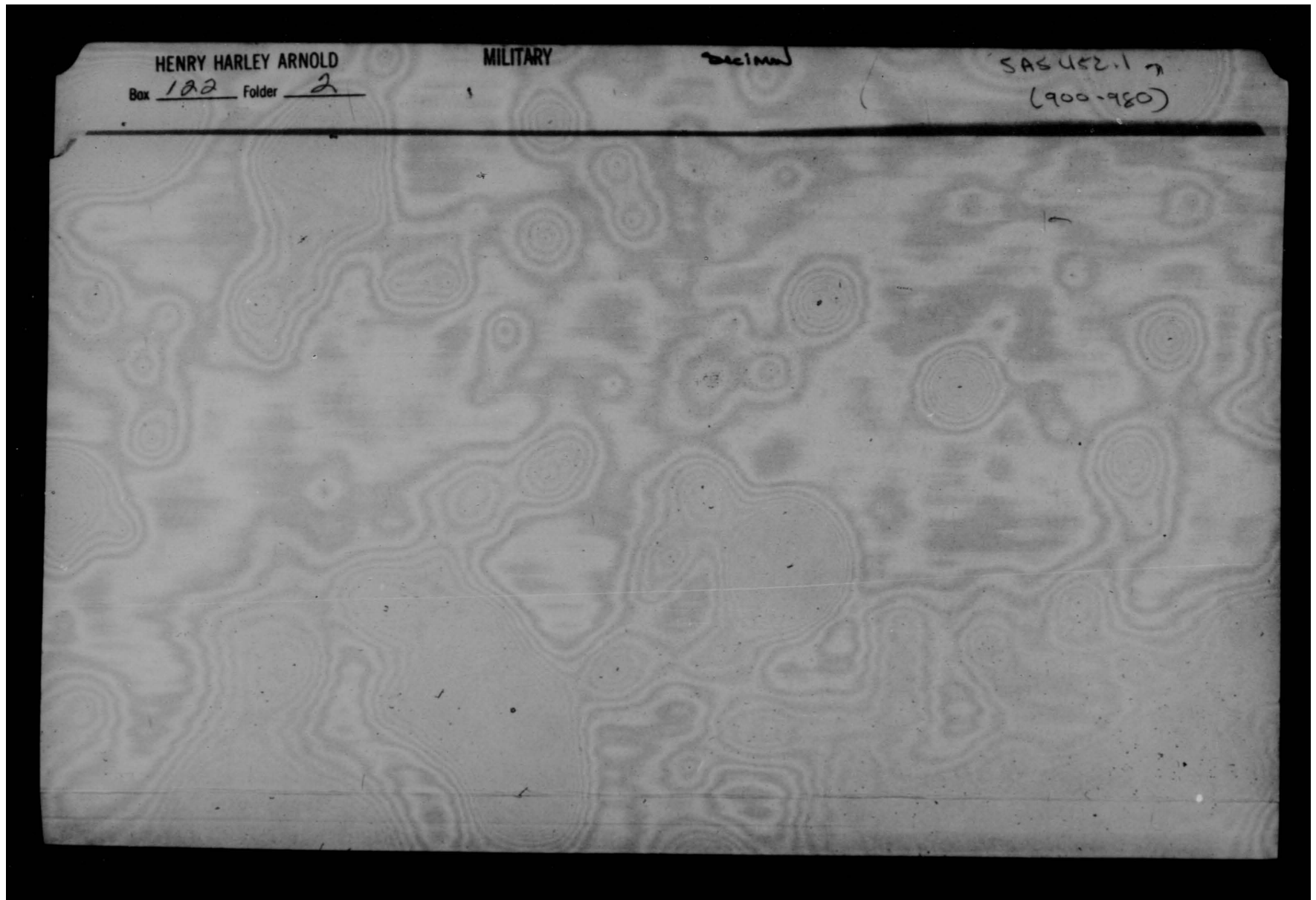
Note the attached. It is quite obvious from this that we are getting a flock of bombers equipped with 75 mm. guns and there is no definite idea as to what we will do with them after we get them.

It is desired that you have a study made of this and submit for my approval the definite allocation for these planes in various theatres together with the organizations to which they will be allocated.

H. H. A.

Incl:  
Memo for Gen. Arnold from  
Colonel Gross.

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SAS 452.1

CASE ~~887~~ to 980  
900

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DOD ltr.  
4 Jan. 6 20 June 1974  
By: SCL/JC; Dm: 02-76

(K/K)

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JCS MEMO  
2 JAN 1975

By: Allen EE, DATE 10-7-76

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DDO MS  
8 Jan & 20 June 1974  
By: *ALH/WH/LC* Date: *7-10-76*

Modifications of B-24D type Airplanes.

AC/AS, Operations, Commitments & Requirements (Bombardment Branch).  
Deputy Chief of the Air Staff.

2 Sept. 1943

ESP/uno/6371

1. The attached report is forwarded for your information and action where indicated.
2. He should get more stuff like this to send to other theaters, Proving Ground Command, Afsat, M&D, etc.

HERWIN S. FERRIN,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

Incl: Secret Ltr to Major  
Frank Lloyd, XIII AF,  
frn Lt. Col. Unruh, Hq. 5th  
Bomb. Grp., dtd 7-22-43, Subj:  
History of certain modifications  
of B-24D type airplanes. w/incls:  
22 photos.

Dispatched  
3 SEP 1943  
AMG

452.1.980  
036

File  
82  
9/1/43

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~~SECRET~~

452.1.980

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DECLASSIFIED  
DDO 103  
8 Jan. & 20 June 1974  
By AFM/1111 AC Date 7-10-76

AFRAL

1 September 1943

MEMORANDUM TO GENERAL VANDENBERG: -0AS

Subject: Percentage of Cannon-equipped B-25 Aircraft for Theaters.

1. Reference is made to your cable requesting information from various theaters as to the percentage of B-25 aircraft they desired to be cannon-equipped.

2. Information is on hand from the following theaters:

Fifth Air Force	75%
Seventh Air Force	75%
Eleventh Air Force	None
Twelfth Air Force	66 2/3 %
Thirteenth Air Force	80%
Fourteenth Air Force	66 2/3 %
Ascension Island	50%
Antilles Base Command	100%

*We are allocating same as B-25's in 76 percent as requested*

3. The Sixth, Eighth and Ninth Air Forces receive no B-25's.

4. No information is at present available from the Tenth Air Force and Greenland.

*O.P. Weyland*  
O. P. WEYLAND,  
Colonel, Air Corps.  
Chief, Allocations & Programs Division.  
Office of Asst. Chief of Air Staff,  
Operations, Commitments & Requirements.

152-1  
976

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*file Van*  
*file at 11/1/43*

152-1 (976)

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SEP 3 13 AM



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Air Admittance

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DOO lrs.

8 Jan & 20 June 1974  
Dr. A. J. Hill, SAC, Des Moines, IA 50319-76

~~SECRET~~

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AFRAL

1 September 1943

MEMORANDUM TO GENERAL VANDENBERG:

Subject: Percentage of Cannon-equipped B-25 Aircraft  
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O. P. WYLAND,  
Colonel, Air Corps.  
Chief, Allocations & Programs Division.  
Office of Asst. Chief of Air Staff,  
Operations, Commitments & Requirements.

*File 9/6/43  
Original in Gen. Vandenberg's file  
gms*

978

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DOD IIS  
8 Jan & 20 June 1974  
By: SP4/HR LC Date 7-10-76

Press Release, P-49A Airplane.

Assistant to the Director for Army Air Forces  
Bureau of Public Relations.  
Chief of the Air Staff.

8 September 43

MAL/mdg/5265 <sup>3</sup>

What assurance do we have that Navy will not beat us to the punch and publicize the trials referred to General Echols' memorandum of 30 August 1943?

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

Incl. n/c

(977)

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File 8 Sept 43  
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TO: Deputy Chief of Air Staff  
FROM: Assistant to the Director for Army Air Forces  
Bureau of Public Relations

#2  
6 Sep 1943

Press release on the P-49A was submitted to Joint Security Control, which has disapproved publication in the following memorandum:

"1. Joint Security Control objects to all publicity on jet propulsion planes at this time for the following reasons:

- "a. Jet propulsion as applied to planes is in the experimental and development stages.
- "b. British Staff Mission has a definite interest and has requested that no publicity be permitted.

For Joint Security Control

/s/ F. G. DAVIS  
Colonel, G.S.C.  
Army Executive"

For the Assistant to the Director for Army Air Forces,

HAROLD B. BOWEN  
Major, Air Corps

~~CONFIDENTIAL~~  
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DECLASSIFIED  
DDO 175  
8 Jan. & 30 June 1974  
By SP4/BJL/AC, Date 7-10-96

Press Release, F-59A Airplane

Colonel Westlake, AF Public Relations Officer

2 Sep 1945

Deputy Chief of Air Staff

1  
HRP/ava/6371

The attached press release has been approved by General Gilles and is being forwarded for necessary action.

1 incl  
CONF memo to CG/AAF  
frs Gen. Eshels 30 Aug  
this subj w/incl--  
release.

HOWIE S. PERKIN,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

Dispatched  
2 SEP 1945  
MB

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9/3/45

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452.1 (977) *birds*

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~~DECLASSIFIED~~

DECLASSIFIED  
DDO 175  
8 Jan. & 30 June 1974  
By SP4/BJL/AC, Date 7-10-96

30 August 1945.

MEMORANDUM FOR COMMANDING GENERAL, ARMY AIR FORCES

Subject: Press Release, F-59A Airplane.

1. I have received information to the effect that the Navy expects to have two types of jet propelled aircraft, an F4U-1 and an Interstate Scout, flying at Patuxent, Maryland, in late September or early October. This information, plus the fact that the service testing of the F-59A will begin in the fall, leads me to believe that a press release on the F-59A at this time is advisable.
2. The attached proposed release is therefore forwarded for your consideration and approval.

O. P. ESHOLS,  
Major General, U.S.A.,  
Asst. Chief of Air Staff,  
Material, Maintenance & Distribution.

1 Incl.  
Press Release  
F-59A Airplane.

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DDO RFS  
8 Jan & 20 June 1974  
By *N.H.H./J.C. Date 5-10-76*

Production of P-38's

AG/AS, M&D  
Deputy Chief of Air Staff

2 Sep 43

ESP/eva/6971

1. General Giles has received information to the effect that Lockheed, in setting up parallel lines to produce P-38's and F-5's, will slow up the production of P-38's.
2. General Giles directs that no action be taken that would retard the delivery of P-38's. He further desires to step up P-38 production to 500 per month.
3. Please give me the pertinent information as soon as possible.

Dispatched  
2 SEP 1943  
AGS

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

*975 B*  
*APAG 452.1*

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*60 2452.1 (975 B)*

DECLASSIFIED  
DDO RFS

8 Jan & 20 June 1974  
By *N.H.H./J.C. Date 7-10-76*

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Increased Production of P-38's.

General Echels

General Giles

1 Sept. 43

1  
Maj. Gen. Giles:leh 3373

1. I have been informed that contemplated production of P-38's and F-5's during 1944 are as follows:

P-38's	-	250 per month
F-5's	-	100 per month

2. While the 100 F-5's per month should meet our requirements, the 250 P-38's will not. Almost daily we are receiving urgent appeals from Air Force commanders overseas for additional P-38's. It is becoming increasingly apparent that we will need more P-38's for long range escort work both in the European Theater and in the Asiatic Theater.

3. Desire that you take immediate steps to increase the P-38 production to the following figures:

*to 400 per month as Fighters  
100 per month for conversion to F-5's  
conversion will be done in Mod Center*

4. Your plan to effect this increase will be submitted to this office for approval not later than 5 September 1943. The following points will be considered in drawing up your plan:

- a. Conversion of the F-5 production line at the factory to the production of P-38J airplanes, with subsequent modification at Modification Centers to meet photographic requirements. This should considerably speed up factory output and at the same time permit diversion of P-38J airplanes from photography at any time the war situation may demand.
- b. Elimination of any activities now being performed by Lockheed which in any way interfere with P-38 production.
- c. Utilization of additional facilities.

*1 e. 57*  
*566*

*P-38 Production  
must be increased at  
once - speed up the  
factory - gets*

Dispatched  
2 SEP 1943  
AGS  
~~SECRET~~

HANNY M. GILES  
Major General, U. S. A.

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*9/2/43*

*60 2452.1 (975 B)*

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8 Jan. & 20 June 1974

By NA/1115 IC on 9-10-76

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**TO:** Chief of the Air Staff

**DATE** 31 August 1945

**FROM:** Asst C/AS, Operations, Commitments, and Requirements

**COMMENT NO.** 2  
Maj. Hill/hm/7848

Attached hereto for signature and mimeograph is a proposed memorandum to the Chiefs of all Headquarters Offices designed to accomplish the directive of Comment No. 1.

1 Attach  
Proposed Memo for Chiefs of All  
Headquarters Offices, subj:  
"Long-Range Fighter Aircraft"

**E. A. CRAIG**  
Brigadier General, U.S.A.

Fighter and Air Defense Branch \_\_\_\_\_  
Requirements Division \_\_\_\_\_

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JK  
9/2/48

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AFMAG:  
HHH/bhm/2246

AAP 452.1

8 Jan. & 20 June 1957  
By HHH/HHH/CD 9-10-76

(AFOCR)

3 September 1943

MEMORANDUM FOR: Chiefs of all headquarters offices.

Subject: Long-Range Fighter Aircraft.

1. The following information is disseminated in order that officers of the headquarters may be fully informed of the development and capabilities of our existing long-range fighter aircraft:

a. The United States has in operation two long-range fighter aircraft - the P-51 and the P-38. The combat radius of action of fighter aircraft used as offensive fighters is governed by the internal gasoline capacity, which must be sufficient to cover:

- (1) Warm-up and take-off.
- (2) Twenty minutes combat at full military power.
- (3) Return to base at desired cruising speed.
- (4) Thirty minutes fuel reserve.

External fuel tanks can be used only after take-off and to the point of contact with the enemy. This distance can never exceed the distance which the internal fuel listed above in (2), (3) and (4) will provide.

b. The combat radius of action of fighter aircraft used as escort for bombers is governed by the same considerations listed in a, above, except that fighters returning to base will be required to fly at their desired cruising speed for the length of time it takes the bombers they are escorting to return. Since the fighters will fly faster than the bombers, they will have to "S" back and forth with the bomber formation and their combat radius of action as escort fighters will be proportionately reduced.

c. A comparison of the present combat radius of action of the P-51B and the P-38J follows:

	Present Int. Gas Capacity	External Wing Tanks	Combat Radius* As Offensive Fighter	Combat Radius** As Escort Fighter
P-51B	180 gals.	2 - 75 gal.	350-400 miles	250-350 miles
P-38J	290 gals.	2 - 150 gal.	300-450 miles	200-300 miles

- \* Cruising at 220-250 mph indicated air speed.  
\*\* Cruising at 220 mph escorting B-17's indicating 160 mph.

d. An 85 gallon self-sealing fuselage tank has been developed for the P-51B, and within 60 days will be ready for installation in modification centers. Similarly, self-sealing tanks with a capacity of 120 gallons have been developed for installation in the leading edge of the wing of the P-38J and are scheduled

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to be in production within 3 months. Meanwhile, 120 gallon wing tank kits will be depot installed in P-38J aircraft now coming off the production line. These increases in internal fuel capacity will affect combat radius of action as follows:

	Increased Int. Gas Capacity	External Wing Tanks (Brit. Type)	Combat Radius* As Offensive Fighter	Combat Radius** As Escort Fighter
P-51B	285 gals.	2 - 150 gal.	700-850 miles	500-600 miles
P-38J	410 gals.	2 - 150 gal.	550-700 miles	375-475 miles

\* Cruising at 220-250 mph indicated air speed.  
\*\* Cruising at 220 mph escorting B-17's indicating 160 mph.  
c. The combat radii of action listed in c and d above, are approximate only and vary as between theaters due to enemy opposition encountered, types of bombers being escorted, altitudes being flown, and terrain over which flight takes place.

f. Self-sealing external droppable tanks have been developed to replace the present 75 and 150 gallon nonself-sealing external tanks. The 150 gallon self-sealing external tank for the P-38J will be ready for production in 3 weeks and the 75 gallon self-sealing external tank for the P-51B, in about 60 days. Such tanks will afford protection against flak and ground fire but will not increase combat radius of action as set forth in c and d since they must be dropped before engaging in aerial combat. The combat radii of action listed are, moreover, already predicted upon use of external tanks after take-off and before engaging the enemy.

g. Available information does not indicate any British, German, or Italian aircraft that may be termed long-range fighters. The Japanese Zero, without armor or self-sealing tanks, has an estimated combat radius of action of approximately 600 miles. The IP-75 which is now being developed will, it is believed, have an internal self-sealing fuel capacity of 511 gallons and a combat radius of action of about 1,000 miles as an offensive fighter and 650 to 700 miles as an escort fighter. This combat radius of action is considered beyond the fatigue limit of a fighter pilot under combat conditions.

2. Officers will be discreet in their comments with respect to Army Air Forces equipment and are advised to withhold criticism of such equipment until they have fully posted themselves on its capabilities and on recent developments affecting its operational characteristics.

By command of General HENDEL:

FRED C. MILLER,  
Colonel, U. S. A.,  
Air Adjutant General.

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Fire Power and Range Versus Performance.

DECLASSIFIED  
DOD 873

8 Jan. & 29 June 1974  
by 11/11/11 AC Date 7-10-76

973

17AG-452.1

TO: AG/AS, Operations, Commitments & Requirements.  
FROM: Deputy Chief of the Air Staff.

Date: 2 Sept. 1963  
Comment No. 2  
REF/ma/6371

For information and action, if indicated.

ERWIN S. FERRIS,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

Incl: n/s.

Dispatched  
9 SEP 1963  
AM

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DECLASSIFIED  
DDO 105  
8 Jan. & 20 June 1974  
By: ALL/1414 AC: Date 7-10-76

Fire Power and Range Versus Performance

General Ferrin  
General Chidlaw

30 August 1943

1  
SWC/aa/71500 4C-881

1. The attached brief N.A.C.A. report illustrates simply and clearly the effect of added fire power and increased range on fighter aircraft. While a theoretical fighter has been used for the purposes of making this study, nevertheless, the same conclusions in varying degree can be applied to any combat type. The two charts shown opposite pages 4 and 6 are particularly effective in indicating at a glance the effect of added weight and drag upon the various points of performance.

2. It is suggested that this report be passed on to Requirements Division, O&A for study by the respective branches. The meat of the report is contained in the first 9 pages and can be reviewed in a very few minutes.

B. W. CHIDLAW, BRIG. GEN., U.S.A.,  
Chief, Materiel Division,  
Office, Asst. Chief of Air Staff,  
Materiel, Maintenance & Distribution.

Incl.  
N.A.C.A. Report June 24, 1943 -  
Memo. Rpt. for the AAF, Mat. Com.,  
"Fire Power vs Performance," by  
H. Reese Ivey, Geo. W. Stickle &  
Maurice J. Brevoort - Langley Fld.

~~CONFIDENTIAL~~

aa 4521 (772)

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DECLASSIFIED  
DDO 105  
8 Jan. & 20 June 1974  
By: ALL/1414 AC: Date 7-10-76

Curtailing Production of B-26's.

Chief of Air Staff

18 Sept 1943

AG/AS, Operations, Commitments and Requirements

5  
CMT/310/71175

1. In the light of past attrition experience, it is felt that the numbers to be produced may prove to be excessive. However, if such should be the case, allocations to other countries or the Navy would presumably absorb any surplus.

2. All-in-all, the above curtailment of B-26 production is entirely satisfactory to this office, and fulfills all presently known B-26 requirements to meet the 275 Group Program, as revised 12 August 1943.

H. A. CRAIG  
Brigadier General, U.S.A.

TO: AG/AS, Operations, Commitments & Requirements

DATE 24 September 43

FROM: Chief of the Air Staff.

COMMENT NO. 6  
MAL/ndg/5-65

Note approval by the Deputy Chief of the Air Staff.

Dispatched  
24 SEP 1943  
AMS

HILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

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DDI IWS

8 Jan & 20 June 1974  
By 452.1/972 Date 7-1-76

Curtailing Production of B-26's.

General Giles

25 August 1943

General Craig

(Continued)

the rate of one hundred twenty (120) per month after April, 1944, Assistant Chief of Air Staff, Material, Maintenance & Distribution, is currently attempting to work out a plan to substitute some other type aircraft for the B-26.

5. Until such a plan is worked out, the latest B-26 scheduled production in W-6 is as follows:

AWG.	Sept.	Oct.	Nov.	Dec.	1944			April and Monthly Thereafter
					Jan.	Feb.	Mar.	
245	255	255	255	255	240	215	139	120

452.1/972

AC/AS, MM&D \_\_\_\_\_

H. A. CRAIG,  
Brigadier General, U.S.A.

TO: Assistant Chief of Air Staff, MM&D  
(General Echols)  
FROM: Chief of the Air Staff

DATE 30 August 1943

COMMENT NO. 3

1. Reference is made to Comment No. 2 indicating our requirements for B-26 airplanes. Request that you take action to reduce the production of B-26 aircraft accordingly.

2. For further information on this subject contact General Craig, Assistant Chief of Air Staff, OCMR.

Dispatched  
31 A 3194  
AG

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

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8 Jan & 20 June 1974  
By 452.1/972 Date 7-1-76

Curtailing Production of B-26's.

General Giles

25 Aug 1943

General Craig

General Arnold directed sometime back that the production of B-26's be curtailed as soon as practicable. In carrying out this directive, the Omaha plant will discontinue manufacture of B-26's and start manufacturing B-29's very shortly. The Martin plant at Baltimore should reduce their production to meet our requirements for the groups we have in the program until such time as they are replaced with F-26's.

Contact General Echols' Staff, your Program Planning Section, and arrange a production schedule.

Take action at once and present to me your proposed schedule of production.

B. M. G.

TO: General Giles

DATE: 25 August 1943

FROM: General Craig

COMMENT NO. 2

1. A comparison of actual AAF B-26 requirements (for combat, OTU, RTU and Transition Schools) to meet the B-26 portion of the new 273 Group Program and B-26 Tactical Availability figures (factored to 90%) follows:

	AWG.	Sept.	Oct.	Nov.	Dec.	1944			Avg.	Day and Monthly Thereafter
						Jan.	Feb.	Mar.		
Requirements	49	8	98	123	183	203	192	176	126	110-150 minus 1-26 expectancies
Available	135	203	198	203	203	230	198	176	126	90
Surplus	86	195	100	80	20	27	6	---	---	

2. Three hundred (300) of the five hundred fourteen (514) surplus in the immediate future are being stripped and allocated for tow target, staff and other training uses. The remaining two hundred fourteen (214) surplus is available for the proposed Army and British allocations. Actual losses less than 20% computed above should raise the surplus to a total of over six hundred (600).

3. Present production figures (Joint Aircraft Committee Working Schedule, W-6) call for Martin Omaha to cease B-26 production in April, 1944.

4. Although W-6 shows Martin Baltimore continuing to produce B-26 aircraft at

(Continued)

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8 Jan 8 20 June 1974  
By: ALC/1111 AC Date: 7-16-76

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Combat Aircraft Report  
Statistical Control  
General Giles

3373  
MSGal  
August 30, 1943  
1.

1. General Arnold directed that a report be prepared not later than Monday noon, August 30th, showing the number of combat aircraft including heavy bombardment, medium bombardment, large bombardment, fighters, transports that we need to support the 273rd Group program up to and including the 31st of September, 1943; and also a report giving the same information for the calendar year of 1944, broken down into periods of January 1, 1944 to June 30, 1944 and July 1, 1944 to December 31, 1944.

2. It is directed that this report include the estimated total production of combat types of aircraft broken down into the periods given above.

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

TO: Chief of the Air Staff  
FROM: Statistical Control Division

DATE 30 Aug 43  
COMMENT NO. 2  
RM/olw/6888

12-5-74  
1458

1. Requested report attached.

2. It will be noted that the estimated deliveries <sup>and</sup> factory deliveries are not necessarily tactically available, and that no allowance has been made for diversions to Navy and Allied governments.

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

1 Incl.  
Aircraft rpt.

TO: Statistical Control  
FROM: Chief of the Air Staff

DATE 30 Aug 43  
COMMENT NO. 3

1. Report noted by General Arnold and he directed that the report indicate the surplus, in a third column, for each of the three periods.

2. Request the officer making this report see General Giles for further breakdown when the report is completed.

*File  
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9/1/43*

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

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8 Jan 4 20 June 1974  
By: 11/11/11 LC Date: 2-10-76

L-1 Airplanes

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DEPUTY CHIEF OF THE AIR STAFF

DECLASSIFIED

26 SEPT 1943

AG/AS, OCR - AIRCRAFT BRANCH

5  
RCB:HF:71079

1. Reference paragraph 2, Comment No. 3. There are approximately 84 L-1, L-1T, L-1A, and L-1AT airplanes in Army Air Forces activities as a source of airplanes for modification and preparation to fill the project referred to in Comment No. 1. Approximately 18 of these airplanes are equipped with the glider pick-up device and the Special Assistant, Glider Program advises this office informally that the present Glider Training Program makes continued use of these airplanes imperative. Seven airplanes are equipped with loudspeakers for communication with ground forces and are assigned to reconnaissance groups under the control of the Third Air Force operating with maneuvers. The A-3 Office of the Third Air Force advises that no other airplane is suitable for these missions and that withdrawing them would seriously hinder maneuver activities. Eight airplanes equipped with radio to control targets are in tow target squadrons and the Third Air Force advises this office informally that the withdrawal of these airplanes before 1 Oct 1943 would seriously affect training activities with the Army Ground Force since no other airplanes are immediately available which will take the control radio. The Third Air Force has been instructed to release these airplanes on 1 Oct 1943.

2. It will be seen that with but approximately 60 airplanes to draw from, it is difficult to get 50 to meet the requirements of the special project. The L-1s are old and Air Service Command advises that as much as 7000 man hours have been required to prepare some of them for overseas shipment. However, the work is progressing and it is believed that the full requirement for 50 will be met and delivery to dockside completed by 31 Oct 1943.

W. D. CAIRNES  
Colonel, Air Corps  
Chief, Aircraft Branch  
Operations Division

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DDO Hqs.  
8 Jan & 20 June 1974  
By ALH/LLC Date 7-10-76

L-1 Airplanes

AC/AS, Operations, Commitments & Requirements  
Attention: Requirements Division  
Deputy Chief of the Air Staff

11 Sep 43

LVB/ea/73692

1. In regard to paragraph 3, comment 2, necessary information may be obtained from Lt. Colonel Allison on extension 2747.
2. If any difficulties are encountered, please contact me.

W. R. BURT  
Major, Air Corps  
Asst Secretary, Air Staff

Dispatched  
11 Sep 1943  
AAS

*Call 452.1 968*

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a. 12 Sept 43*

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DDO Hqs.

8 Jan & 20 June 1974  
By ALH/LLC Date 7-10-76

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TO: CHIEF OF AIR STAFF  
FROM: AC/AS, OCR - AIRCRAFT BRANCH

30 AUGUST 1943  
COMMENT NO. 2  
REB:W/71079

1. Necessary action has been initiated to transfer a sufficient number of L-1 type airplanes to Bainfield Air Depot on HON-2107 and to Sacramento Air Depot on HON-2108 to supply a total of fifty (50) airplanes as requested in Comment 1.
2. Recent experience indicates that, due to age and condition, approximately 3000 man hours work are required to put an L-1 airplane in first class condition, and an additional 2000 man hours required to affect modification for carrying litterers.
3. With respect to paragraph 2, Comment 1, it is suggested that the information regarding work in addition to BIR on these airplanes be forwarded to AC/AS, OCR, Requirements Division.

Info Copy to:  
AC/AS, OCR, Requirements Div.

W. D. GAINES  
Colonel, Air Corps  
Chief, Aircraft Branch  
Operations Division

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DOO hrs.  
8 Dec. & 20 June 1974  
By SP1/HHC/D 9-10-76

L-1 Airplanes

Asst. Chief of Air Staff, CGAR (Aircraft Branch)

27 Aug 1943

Chief of Air Staff

1

JPH:llg

1. General Arnold has directed that fifty (50) L-1 airplanes be delivered immediately to a depot to be designated by the Air Service Command. ~~These~~ supports ~~will be installed on~~ both airplanes and engines will be placed in first class operational condition. Adequate over-seas spares are required for these airplanes.
2. Upon completion of necessary work subject airplanes will be held for further instructions.

M. A. LIBBY  
Colonel, G.S.C.  
Secretary, Air Staff

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SECRETARY CHIEF OF AIR STAFF

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7/20/43

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L-1 Airplanes

Asst. Chief of Air Staff, GC&R (Aircraft Branch)

Chief of Air Staff

DECLASSIFIED

DOO #15

8 Jan. & 20 June 1974

By: *[Signature]* Date: 7-10-76

27 Aug 1943

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JPMllg:72176

1. General Arnold has directed that fifty (50) L-1 airplanes be delivered immediately to a depot to be designated by the Air Service Command. ~~Both airplanes and engines will be placed in first class operational condition.~~ Both airplanes and engines will be placed in first class operational condition. Adequate over-seas spares are required for these airplanes.

2. Upon completion of necessary work subject airplanes will be held for further instructions.

M. A. LIBBY  
Colonel, G.S.C.  
Secretary, Air Staff

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*See also 4521 (967)*

*EDNA*

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DOO #15

8 Jan. & 20 June 1974

By: *[Signature]* AC Date: 7-10-76

8 Sept 1943

TO: Deputy Chief of Air Staff

FROM: AC/AS, Materiel, Maintenance & Distribution

RWBllg:3601

1. Equivalent information to that shown in Comment #2 in the form of actual attrition per month is furnished the Air Service Command for use in computing spare parts requirements.

2. Such past performance figures, constitute only one of the factors to be considered in computing spare parts requirements and studies are currently being made to enable this Headquarters to assist in adjusting factors used in the past, in order to project the requirements into the future.

J. W. GESSUMS, JR.  
Colonel, Air Corps  
Executive, AC/AS, M&D

*4521*

*(967)*

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9/21/43*

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*See also 4521 (967)*

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DECLASSIFIED  
DOO ltr.  
8 Jan. & 20 June 1974  
By ALH/LLH LC, Date 7-10-76

Airplane "Life Expectancy".

AC/AS, Materiel, Maintenance & Distribution.

3 Sept. 1968

Deputy Chief of the Air Staff.

5

RRP/ama/8371

Is this sort of information used in computing spare part requirements?

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

Dispatched  
& SEP 1968  
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Air No 452.1 (967)

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DOD Hqs.

8 Jan & 30 June 1974

By WJ/1111 LC; Date 7-10-76

Airplane "Life Expectancy"

DECLASSIFIED

27 August 1943

Management Control.

Deputy Chief of Air Staff.

1  
ESP/whh/6371

Please give me the "life expectancy" in hours of various types airplanes in various theaters.

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

TO: Deputy Chief of Air Staff

DATE 31 August 1943

FROM: Statistical Control Division

COMMENT NO. 2  
WH/whh 73891

The following are the requested figures obtained by dividing total combat hours flown by losses on Combat Missions. Adequate data as to non-operational flying are not available and therefore, losses other than on Combat Missions have been excluded.

EXPECTED LIFE IN COMBAT HOURS  
PER PLANE LOST ON COMBAT MISSION  
(BASED ON 3 MONTHS ACTIVITY ENDING 30 JUNE 1943\*\*)

	SWP	UK	NE	India- China	MIA
Heavy Bomber	428	122	878	1720	1020
Medium Bomber	340	-	147	1080	389
Light Bomber	209	-	-	-	111
Fighter	1090	317+	290	154	230

- + Fighter life in U.K. was given to you the other day at 240 hours, a more representative figure based on a longer period of 3 months at 317 hours is shown above.
- \* L/S in SWP are based on 7 months because of insufficient data in the shorter periods.
- \*\* MIA data are for 3 months ending 12 June.

DECLASSIFIED  
~~SECRET~~

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

~~SECRET~~  
DECLASSIFIED

DECLASSIFIED  
DOO Hqs.  
6 Jan. & 20 June 1974  
By: AM/HH LC; Date 7-10-76

~~ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED~~

Management Control  
Deputy Chief of Air Staff

27 August 1943

EBP/eva/6371 <sup>1</sup>

Please give me the "life expectancy" in hours of various types airplanes in various theaters.

Dispatched  
28 AUG 1943  
AAG

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

450.1 (967)

*File  
8/27/43*

DECLASSIFIED

~~SECRET~~ *See also 450.1 (967) 967 *evah**

~~SECRET~~  
DECLASSIFIED

DECLASSIFIED  
DDO WTS  
8 Jan. & 30 June 1974  
By: SP4/BJL/IC, Date: 7-10-76

Report on Tests and Actual Combat Operations of B-25G Type Airplane

*File  
OK  
8/25/48*  
*(976) 1654*

TO: AC/AS, WMD, Air-Ordinance Officer  
FROM: Deputy Chief of Air Staff

DATE 27 August 1943

COMMENT NO. 2  
ESP/eva/6371

I agree with last sentence in paragraph 2, above comment. Let's do it!

Dispatched  
28 Aug. 43  
ARS

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

DECLASSIFIED

*Ans 25452.1 (966)*



~~SECRET~~

AFRAD/JH/loh 71547  
21 Aug 43

DECLASSIFIED  
DDO R/S

DECLASSIFIED

rewritten 8/25/43  
HAL/ee/5265

8 Jan. & 20 June 1974  
By: ALJ/llh AC Date: 0-1-90 7C

*Conferences with  
Returned officers*

25 August 1943

MEMORANDUM FOR COLONEL THOMAS G. LAMHIER:

1. General Arnold asked me to reply to your memorandum of 11 August on the subject of General Hansell's talk in the Air Room. We have developed a leakproof 150 gallon tank for the P-38 and P-47 models and these are now being tested for their operational suitability. We are also working on a 75 gallon tank for the P-51A and P-51B which we hope will extend the range up to a point where the limitations set by pilot fatigue rather than fuel capacity become the determining factors.

2. With reference to the question of interplane recognition there are several devices in use at the present time for visual recognition and it is really a problem for the theater commander to work out with the British.

3. Your interest and your suggestions are appreciated and please be assured that we are doing everything we can to keep our bombers in the air over Germany for the dual purpose of strategic bombing and attrition of the German Air Force.

For the Commanding General,

Signed

E. A. LIBBY  
Colonel, G. S. C.  
Secretary, Air Staff

Dispatched  
10 AUG 1943  
MAG

*SLAS*

*File  
cc*

COPY FOR GENERAL ARNOLD

~~SECRET~~

*452.1 (963)*

*(963)  
452.1  
MAG*

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DOD IIR

8 Jan. & 20 June 1974  
By: ALJ/111/1C, Date: 7-10-76

General Hansell's Talk in Air Room

Secretary of the Air Staff

21 Aug 43

Assistant Chief of Air Staff, Operations, Commitments  
and Requirements

1  
Brig.Gen.Craig:loh:6770

A proposed reply to Colonel Lanphier's memorandum of 11 August is in-  
closed for General Arnold's signature.

1 Incl:  
Memo to Col. Lanphier

H. A. CRAIG  
Brigadier General, USA

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SECRET

*air 02152.1 963*

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DDO BR  
8 Jan & 20 June 1974  
By: AW/BJAC Date: 7-12-76

**Plan for B-29 Groups**

**Chief of the Air Staff**

25 Aug 1943

**Asst/AS, Operations, Commitments and Requirements**

2 (Cont'd)

4. The training period has been divided as follows:

- 15 Sept - 15 Oct Transition and Individual Training
- 15 Oct - 1 Dec Unit Training
- 1 Dec - 1 Jan Wing Training

P & O Sec. \_\_\_\_\_  
Sub. Branch \_\_\_\_\_  
Req. Division \_\_\_\_\_

H. A. CRAIG  
Brig. Gen., U.S.A.

*4 file  
SK  
7/27/43*

(960)

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AWAS 452.1 (76c)

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ODD IIRs

8 Jan & 20 June 1974

by AL/MLL LC Data 7-10-76

TO: Chief of the Air Staff

DATE: 24 Aug 1943

FROM: Asst/CAS, Operations Commitments and Requirements

COMMENT NO. 2

Lt. Col. Coffield/wd/71668

1. The four (4) B-29 groups sent to the Second Air Force will remain under the 98th Wing. It will be recommended to the Second Air Force that the 98th Wing be assigned directly to the Second Air Force Headquarters and not assigned to a Second Air Force Bomber Command because of the dissimilarity of personnel and training requirements. The Headquarters of the 98th Wing will be at Salina, Kansas.

2. Two (2) of the groups of the 98th Wing have been activated and are functioning as groups, the 40th Bombardment Group with station at Pratt, Kansas and the 444th Bombardment Group with station at Great Bend, Kansas.

3. The remaining two groups, the 462nd Bombardment Group and the 466th Bombardment Group will be formed by splitting the 40th and the 444th. This process is now in effect. The proposed station for the 462nd is Walker, Kansas. The 466th will be based at a station to be selected in the good weather area of Texas and New Mexico. These last two groups are expected to be brought to full strength by 15 Oct 1943.

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000 hrs.  
8 Jan. 4 30 June 1974  
By AMH/MLL AC Date 7-10-76

Plan for B-29 Groups

AC/AS, Operations, Commitments & Requirements

23 Aug 43

Chief of the Air Staff

MAL/ee/5265

The Chief of the Air Staff desires to be informed of the plan for the employment of the B-29 Groups sent to the Second Air Force.

Dispatched  
23 AUG 1943  
AAG

M. A. LIBBY  
Colonel, G. S. C.  
Secretary, Air Staff

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*File  
C 213 Aug 43*

*452.1 (96)*

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000 hrs.  
8 Jan. 4 30 June 1974  
By AMH/MLL AC Date 7-10-76

TO: The Air Inspector

DATE 23 Aug 43

FROM: Chief of the Air Staff

COMMENT NO 2  
MAL/ee/5265

The subject directive is still in effect and instructions should be issued to all inspection personnel to follow this matter up at every possible opportunity they have in visiting combat organizations.

M. A. LIBBY  
Colonel, G. S. C.  
Secretary, Air Staff

Dispatched  
23 AUG 1943  
AAG

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*File  
C 213 Aug 43*

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DDO hrs  
8 Jan 6 20 June 1974  
By SAJ/1111 AC, Date: 7-10-76

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DECLASSIFIED

Allocations of Airplanes to Foreign Governments

AC/AS, MWD

21 August 1943

Deputy Chief of Air Staff

1  
EM/ava/6371

1. No change will be made in the adjusted allocations of airplanes to foreign governments during the month of August.
2. A monthly recap of the gains or losses, according to your plan A -B -C (your comment #3, 17 August), should be submitted the first of each month to determine whether or not a change in plan is necessary.

452, 1958

Dispatched  
21 AUG 1943  
AAG

EDWIN S. FERRIN,  
Brigadier General, U.S. Army  
Deputy Chief of Air Staff

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C-121 Aug 43

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8 Jan 6 20 June 1974  
By SAJ/1111 AC, Date: 7-10-76

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DECLASSIFIED

TO: Chief of the Air Staff  
FROM: AC/AS, Materiel, Maintenance & Distribution

26 Aug 1943  
2  
JFWall: 72176

Reference telephone conversation this date between Colonel Libby and Major Marshall. The increase of 23 C-57s, obtained by using October, November and December production from 10 per month to 13, 18 and 20 respectively, is the absolute maximum attainable. In fact, this increase can only be accomplished by utilizing a number of sub-assemblies fabricated in advance for 1944 production.

J. W. SERRINS, JR.  
Colonel, Air Corps  
Chief, Production Branch  
Material Division

TO: AC/AS - Materiel, Maintenance & Distribution  
FROM: Deputy Chief of the Air Staff

DATE 29 Aug 1943  
COMMENT NO. 3  
MAL/1a/5265

General Ferrin has noted the foregoing and directs that the additional two C-57's required to meet General Arnold's directive for twenty-five be squeezed out somewhere during the last quarter of the calendar year.

File  
8X  
8730/45

Dispatched  
29 AUG 1943  
AAG

~~SECRET~~  
DECLASSIFIED

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

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M-2



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DDO ltr  
8 Jan. & 20 June 1974  
By ALH/MLC, Date 7-16-76

Increased Production of C-87's

AC/AS, Materiel, Maintenance & Distribution

25 Aug 43

Chief of the Air Staff

1  
MAL/ee/5265

Reference R&R to your division dated 21 August 1943, same subject as above, General Arnold this date directed that the production of C-87's be stepped up to 25 airplanes for the last quarter of the calendar year rather than 23 airplanes as mentioned in the reference R&R.

M. A. LIBBY  
Colonel, G. S. C.  
Secretary, Air Staff

Dispatched  
25 A. 31943  
AMB

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452.1 (957) B

*File  
97  
8/26/43*

*776 452.1 (957) B*

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DECLASSIFIED  
DDO ltr  
8 Jan. & 20 June 1974  
By ALH/MLC, Date 7-16-76

Increased Production of C-87's

AC/AS, M&D

21 August 1943

Deputy Chief of Air Staff

1  
ESP/eva/6371

General Giles desires that the production of C-87's be stepped up to the maximum during October, November and December, which will mean an additional 23 airplanes covering these three months. It is understood that this will reduce the B-24 production on a one to one ratio.

Dispatched  
21 AUG 1943  
AMB

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

*452.1 (957)*

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*File  
ci 21 Aug 43*

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DECLASSIFIED  
000 hrs

8 Jan. & 20 June 1974  
By: [unclear] LC Date: 73-10-76

August 18, 1943.

Major Gen. Clements McMullen, USA,  
Commanding General,  
Maintenance Division,  
Patterson Field,  
Fairfield, Ohio.

Dear Mac:

Your letter of July 26 has been received. I am in favor generally of the recommendations which you make. As a matter of fact, I have recently been talking with the Air Transport Command about returning some of the airline airplanes during this year and Air Transport Command has been working on a plan to effect that.

Just within the last day or two we have been directed to institute a new project in the India-China section which will require the diversion of approximately 75-80 airplanes to that task. I fear that the accomplishment of that undertaking will require us to postpone the return of airplanes to the airlines for some months.

Sincerely,

Signed

Barney H. Giles,  
Major Gen., USA,  
Chief of the Air Staff.

H 52.1

(955)

*Giles*  
*8/19/43*  
DECLASSIFIED

Dispatched  
20 AUG 1943  
AMG

Att. No. 452.1 (955)

DECLASSIFIED

August 18, 1943.

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

SUBJECT: Planes to be Returned to Airlines

1. Returned herewith is the letter you received from Major General Clements McMullen, USA, dated July 26, 1943, which you sent to us for comment.
2. We have been working on a project for sometime to return some airplanes to the airlines. We have already returned about eight to them during the past couple of months. We planned to return five more during this month and had planned to return about twenty more during the balance of the year.
3. I am quite sure that the "pipeline" project which has now been directed will postpone any further return of aircraft to the airlines for two or three months at least. For that reason I suggest that you write a letter to General McMullen along the line of the memorandum attached hereto.

C. R. SMITH,  
Brig. Gen., USA,  
Deputy Commander.

2 Incl.  
Ltr. from Gen. McMullen .  
Memorandum.

DECLASSIFIED  
CONFIDENTIAL

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000 000

8 Jan 4 20 June 1974  
By MLH/HIL SC Date 2-10-76

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HEADQUARTERS ARMY

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DD Form 139  
1 Jun 60 (Rev 1954)

*NAI* *HL* *16* *3-40-76*  
ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: C-46's for the Air Transport Command

TO: AC/AS, O&R - Allocations Division

DATE 16 August 1943

FROM: Deputy Chief of Air Staff

COMMENT NO. 1  
ESP/eva/6371

Confirming telephone conversation, you are directed to turn two (2) C-46 airplanes loaned to the Troop Carrier Command to the Air Transport Command.

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

TO: Deputy Chief of Air Staff

DATE 18 August '43

FROM: AC/AS O&R, allocations and Programs Division

COMMENT NO. 2  
R/E/hl/6109

Necessary action has been taken to secure the immediate reassignment of these two (2) C-46's to the Air Transport Command.

*for* *Thorp a Parker*  
C. F. WEYLAND  
Colonel, Air Corps  
*RTK* *WCE* *W*

COORDINATION:

aircraft Branch *leo*

*air a-13*  
*File*  
*RWB*  
*7/19/43*

*P*

*File*  
*GA*  
*8/19/43*

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SECRET *air 00452.1 (953)*

3-1109 A.F.

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DECLASSIFIED

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DOO #23  
8 Jan 4 20 June 1974  
By: SP-1/H.R. AC Data 7-14-76

C-46's for the Air Transport Command  
AC/AS, OC&R - Allocations Division  
Deputy Chief of Air Staff

16 August 1943

1  
ESP/eva/6371

Confirming telephone conversation, you are directed to turn two (2) C-46  
airplanes loaned to the Troop Carrier Command to the Air Transport Command.

Dispatched  
17 A-31943  
AAG

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

4/52.1  
1153

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File  
in 17 Aug 43

~~SECRET~~

4/52.1 1153

Hughes DX-2 and D-5 Projects

DECLASSIFIED  
DOO IWS  
8 Jan. & 20 June 1974  
By SP4 JHC/DAW Date 9-10-74

~~CONFIDENTIAL~~  
DECLASSIFIED

452.1 (952)

TO: AC/AS, Materiel, Maintenance and Distribution  
FROM: Deputy Chief of Air Staff

DATE 21 August 1943  
COMMENT NO. 2  
ESP/ova/6371

Approved by Chief of the Air Staff.

Dispatched  
21 AUG 31943  
AAG

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

~~CONFIDENTIAL~~  
DECLASSIFIED

CONFIDENTIAL

*File 452.1 (952)*  
*as 28*

~~CONFIDENTIAL~~  
DECLASSIFIED

DECLASSIFIED  
DOO IWS  
8 Jan. & 20 June 1974  
By SP4 JHC/DAW Date 7-10-74

Recommended Defensive Firepower for B-29 and B-32 Type Airplane

AC/AS, COMR  
Three AC/AS, MWD  
Deputy Chief of Air Staff

16 August 1943

ESP/ova/6371 <sup>1</sup>

For your information.

1 Incl  
COMF ltr to Chief, Testing  
Br, Proof Dept, AAFPGC, Eglin  
Fld frn Maj. W.A. Sheppard,  
Chief, Machine Gun and Cannon  
Section, dtd 6 Aug 43 this subj.

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

Dispatched  
16 AUG 1943  
AAG

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*File 452.1 (952)*  
*as 16 Aug 43*  
*as 28*

452.1 (952)



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DDO Hqs  
8 Jan 8 20 June 1974  
A-82411110 DE 7-10-74

Present Status of P-51's

AC/AS, Operations, Commitments and Requirements

16 August 1943

Deputy Chief of Air Staff

ESP/ova/6371 <sup>1</sup>

General Giles wants status of P-51's -- how many produced? where are they? who gets them?

Dispatched  
16 AUG 1943  
AAG

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

22408  
1052  
650

DECLASSIFIED

File  
C-16 Aug 43

Cy Air Staff

(in 03 1021 1943)

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

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WAR DEPARTMENT

DECLASSIFIED  
DOO lrs  
8 Jan. & 20 June 1974  
By: AM/1111 LC: Date 7-10-76

HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

*[Handwritten signature]*

10 August 1943

MEMORANDUM TO: MAJOR GENERAL BARNEY M. GILES

SUBJECT: Aircraft Deliveries to U.K. and U.S.S.R.

1. Examination of the factors relating to the delivery of aircraft to the United Kingdom and to the U.S.S.R. suggests that the action contemplated by General Arnold to adjust deliveries to these countries on a pro rata basis may prove embarrassing for the following reasons:

- A. United Kingdom allocations in 1943 as approved in the Arnold-Courtney-McCain-Portal Agreement are based upon 80% of the original 8-L production schedule. In other words, if only 80% of the schedule is realized, the U.K. is to get 100% of its allocation in the year. (Total deliveries through July approximated 85% of 8-L.) An adjustment in current deliveries to U.K. on a pro rata basis of 100% of the original 8-L production schedule would be CONTRARY to the provisions of the Arnold-Courtney-McCain-Portal Agreement. (Deliveries to U.K. are currently programmed on a pro rata basis to the extent 1943 production falls below 80% of 8-L.)
- B. U.S.S.R. allocations as established by the Third Russian Protocol are met on a uniform monthly schedule which has the personal support and sanction of the President.

a-42452.1 (949)

Note: For all other countries the block system of deliveries should insure equitable distribution to the AA

*D.S. Blossom*  
D.S. Blossom  
Major G.S.C.  
Secretary, Munitions  
Assignments Committee (Air)



*File  
7/1/43*

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*a-42452.1 (949)*

~~SECRET~~  
DECLASSIFIED

DECLASSIFIED  
000 hrs  
8 Jan. & 20 June 1974  
By N.H.H. IC. Date: 10-76

10 August 1943

MEMORANDUM TO: MAJOR GENERAL BARNEY M. GILES

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- B. U.S.S.R. allocations as established by the Third Russian Protocol are met on a uniform monthly schedule which has the personal support and sanction of the President.

Note: For all other countries the block system of deliveries should insure equitable distribution to the

D.S.Blossom  
Major G.S.C.  
Secretary, Munitions  
Assignments Committee (Air)

~~SECRET~~  
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~~SECRET~~  
DECLASSIFIED

General Gross/ak  
Ext/ 3020  
Written 17 Aug 1943

DECLASSIFIED  
DOO ltr.

9 Jan. & 28 June 1974

By 314 114 AC Date 7-10-76

A7784

**SUBJECT: Anti-Submarine Aircraft**

**TO: Commander, Tenth Fleet  
Headquarters of the Commander-in-Chief  
United States Fleet  
Navy Department  
Washington, D. C.**

1. Reference is made to your secret letter, above subject, dated 14 August 1943, file *FFA/AL6-3(9)*, Serial Number 001652. Receipt is acknowledged of the referenced letter.
2. The dates and method of relief of Army Anti-Submarine Command units from the responsibilities of anti-submarine warfare are acceptable to this Headquarters, as confirming agreements reached between the War and Navy Departments for the transfer of airplanes between the Army and the Navy and the relief of Army Anti-Submarine Squadrons.
3. The contents of the referenced letter have been made known to the Commanding General, Anti-Submarine Command, and he has been directed to schedule his operations accordingly.

For the Commanding General, Army Air Forces:

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

*SNJ 952.1 (944)*

*File  
cc*

DECLASSIFIED

~~SECRET~~

Copy for Gen. Giles

*Acc'd v 82.1 (949)*

DECLASSIFIED  
 000 hrs  
 8 Jan 6 20 June 1974  
 AUTHORITY: Date 3-10-74

COMINCH FILE

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

FF1/A16-3(9)

DECLASSIFIED  
 Serial: 001652  
~~SECRET~~  
~~SECRET~~

14 AUG 1943

From: Commander, Tenth Fleet.  
 To : Commanding General, Army Air Force,  
 Attention: Assistant Chief of Staff,  
 Operations.

Subject: Anti-Submarine Aircraft.

Reference: (a) CominCh serial 001447 of 19 July 1943  
 to CinCLant.

1. Confirming and bringing to date agreements reached between the War and Navy Departments for the transfer of B-24 airplanes between the Army and Navy and the relief of Army anti-submarine squadrons (reference (a)), the schedule now agreed upon as understood by the Navy is as follows:

- (a) Army B-24 squadrons will be relieved by similar type Navy squadrons as follows:
  - (1) One squadron in U.K. about 1 September.
  - (2) One squadron in U.K. about 15 September.
  - (3) One squadron in U.K. about 25 September should employment of U.S. aircraft in the Bay of Biscay be extended beyond 1 October, 1943; otherwise in U.S. on return of the Army squadron involved.
  - (4) One squadron in Northwest Africa about 5 October.
  - (5) One squadron in Northwest Africa about 20 October.
- (b) The Army B-24 squadron (8 planes) in Caribbean Sea Frontier, will be released without relief by the Navy by 30 August.

DECLASSIFIED -1-

C-2134

DECLASSIFIED  
 000 hrs  
 8 Jan 6 20 June 1974  
 AUTHORITY: Date 3-10-74

COMINCH FILE

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

FF1/A16-3(9)

DECLASSIFIED  
 Serial: 001652  
~~SECRET~~  
~~SECRET~~

14 AUG 1943

Subject: Anti-Submarine Aircraft.

- (c) The Army B-24 squadron in U.K. for which no relief is provided in the above arrangement may be withdrawn by the Army at any time that current commitment to the British permits.
- (d) Other Army anti-submarine squadrons will be released without relief, as follows:
  - (1) One B-17 squadron in Eastern Sea Frontier by 30 August.
  - (2) All B-25 squadrons in excess of three squadrons in Eastern Sea Frontier by 30 August.
  - (3) Three B-25 squadrons in Eastern Sea Frontier by 30 September.
  - (4) Two B-25 squadrons in Gulf Sea Frontier by 30 September.

Squadrons to be withdrawn in accordance with this schedule may be designated by mutual agreement between anti-submarine command and the frontier commanders concerned.

- (e) The Army will complete the delivery of 77 B-24 airplanes (26 have been delivered to date) to the Navy at the Naval Air Station, Norfolk, as follows:
  - (1) 19 as soon as practicable, probably in August.
  - (2) 15 within a week of relief by Navy of each Army B-24 squadron.

DECLASSIFIED -2-

C-2134

DECLASSIFIED  
DOO lrs

Rev. 4-20 June 1974  
Attn: IAH, IC, Date 7-10-76

DECLASSIFIED

*Rev. 11/1/43  
McChellard*

COMINCH FILE

UNITED STATES FLEET

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

FF1/A16-3(9)

Serial 001652

DECLASSIFIED  
~~SECRET~~

14 AUG 1943

Subject: Anti-Submarine Aircraft.

- (f) Navy B-24 airplanes from new production will be turned over to the Army on a plane-for-plane basis in exchange for Army B-24 airplanes delivered to the Navy.
- (g) Army B-24 airplanes delivered to the Navy may be anti-submarine airplanes which have been in service or may be new planes off the production line, whichever is most suitable to the Army Air Corps.

*A. S. L...*  
A. S. L...  
Chief of Staff.

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*Ans. 001652 (95)*



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HQ. AAF  
15 AUG 1943  
O C & R MAIL SECTION

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8 Jan 6 20 June 1974

By 414/111 AC, Date 7-10-76

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AFAP

JLL:mbb 72446

wtn 14 Aug 1943

14 AUG 1943

MEMORANDUM FOR GENERAL ANGLIS:

Subject: Revised 273 Group Program.

1. I have approved the attached revision and deployment of the current 273 Group Program, as per your instructions of 12 August. The attached chart indicates the comparison between the combat groups in the old 273 Group Program and the current revision thereof. It also shows the comparison between the Trident commitment to the United Kingdom for 1 May 1944 compared to a deployment of units to the United Kingdom as of 1 May 1944 under the present program.

2. The new program with deployment of units to theaters has been furnished to General Hunter for use in C.C.S. Planning during the conference now in session.

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

- 2 Incls.
- Incl. 1 - Chart (AAF 273 Gp Prog. Revised 12 Aug)
- Incl. 2 - Chart (Comparison bet. comb Gps in old and cur. 273 Gp. pro. log. with comp. bet. Trident Commit. to UK for 1 May 44 and deploy. of units to UK as of 1 May 44 under current 273 Gp Prog.)

Dispatched  
14 AUG 1943  
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COMBAT GROUPS AAF 273 GROUP  
PROGRAM REVERED AS OF 8/12/43

COMMITMENT TO UNITED KINGDOM MAY 1, 1944

	OLD 273	NEW 273	Trained	Now 273	Difference
W/B	4	4		4	+ 4
H/B	67	73	52	54	+ 3
N/B	24	19	17	16	-1
L/B	13 } 37	9 } 28			
P/B	64	69	30	30	-
B/B	10				
T/C	24	23	8½	9½	+ 1
Recen.		24			
Chem.	23				
Photo Map	1		6	5	-1
Photo	5 } 29				
<b>TOTAL</b>	<b>235</b>	<b>221</b>	<b>112½</b>	<b>118½</b>	<b>+ 6</b>

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Status of Long Range P-38's and P-51's

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DDO hrs  
8 Jan & 20 June 1974  
By DA/1111C Date 10-76

TO: AC/AS, OCLR  
AC/AS, HNSD  
FROM: Deputy Chief of Air Staff

DATE 20 August 1943

COMMENT NO. 3  
ESP/ova/6371

1. General Giles directs that immediate action be taken to procure production and not service-test quantities of leading edge tanks for P-38's.
2. Six months' time is too long to get these tanks in the production line P-38's. It is directed that it be done in three months.
3. It is desired that immediate steps be taken to buy more leak-proof tanks.

Dispatched  
21 AUG 1943  
AAG

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

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8 Jan 4 20 June 1974  
By AL-1111 IC Date 7-10-74

Status of Long Range P-58's and P-51's.

AC/AS, Operations, Commitments and Requirements,  
Attention: Colonel Gross.  
Deputy Chief of Air Staff.

15 Aug. 1945

ESP/god/6371

1. Request immediate information on the following:

- a. When will "production" long range P-58 and P-51 airplanes be available? (Every effort must be made to speed availability "in numbers".)
- b. What is the status of fighter "bullet proof" belly tanks?

Dispatched  
14 AUG 1945  
AAG

HERWIN S. FERRIN,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

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HEADQUARTERS ~~SECRET~~ FORCES DECLASSIFIED

8 Jan & 20 June 1974  
Dr. ~~SECRET~~ U.S. AC. Date 77-1-1

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Maintenance Difficulties in C-46's.

TO: AC/AS, Materiel, Maintenance and Distribution.

DATE: 14 August 1943

FROM: Deputy Chief of Air Staff

COMMENT NO. 1  
ESP/eva/6371

1. It is understood that a conference was recently held regarding maintenance difficulties in C-46 airplanes.
2. Request that this office be furnished a resume of the difficulties together with corrective action taken.

*[Signature]*  
EDWIN S. PERRIN,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

452-1  
943

TO: Deputy Chief of Air Staff

Date: AUG 17 1943

FROM: AC/AS, MMD, Materiel Division

Comment No. 2  
JFM:das - 72176

1. The conference referred to in Comment No. 1 was held at Wright Field on August 14, 1943, to determine the exact modifications necessary to overcome serious fire hazards which have arisen in C-46 airplanes. The following representatives were present:

Lt. Col. George A. Hatcher, Materiel Command.  
Major John Marshall, Materiel Division.  
Captain C. H. Williams, Air Transport Command.  
Mr. Jack Luttrell, Air Transport Command.  
Mr. R. W. Kellhofer, Materiel Command.  
Mr. Cohagen, Air Service Command.

2. It was decided that immediate action would be taken to provide a metal connection between the wing skin and the fuel tank casting. This will prevent fuel spilling into the outer wing panel. Adequate ventilation will also be provided in the outer wing panels and wheel wells. No more C-46s will be delivered from production until these changes are accomplished. Kits will be furnished for those airplanes now in service. Lt. Colonel Hatcher and Mr. Luttrell are in Buffalo today to review and approve engineering details.

3. During the above conference, a telephone call was received from Colonel Plummer, Air Service Command, Homestead Field, advising that fuel hoses on 15 C-46s then at Homestead had been found to be in very bad condition. A fuel hose expert was immediately sent down from Wright Field to investigate, and action was initiated to determine the manufacturer of the defective hose in question.

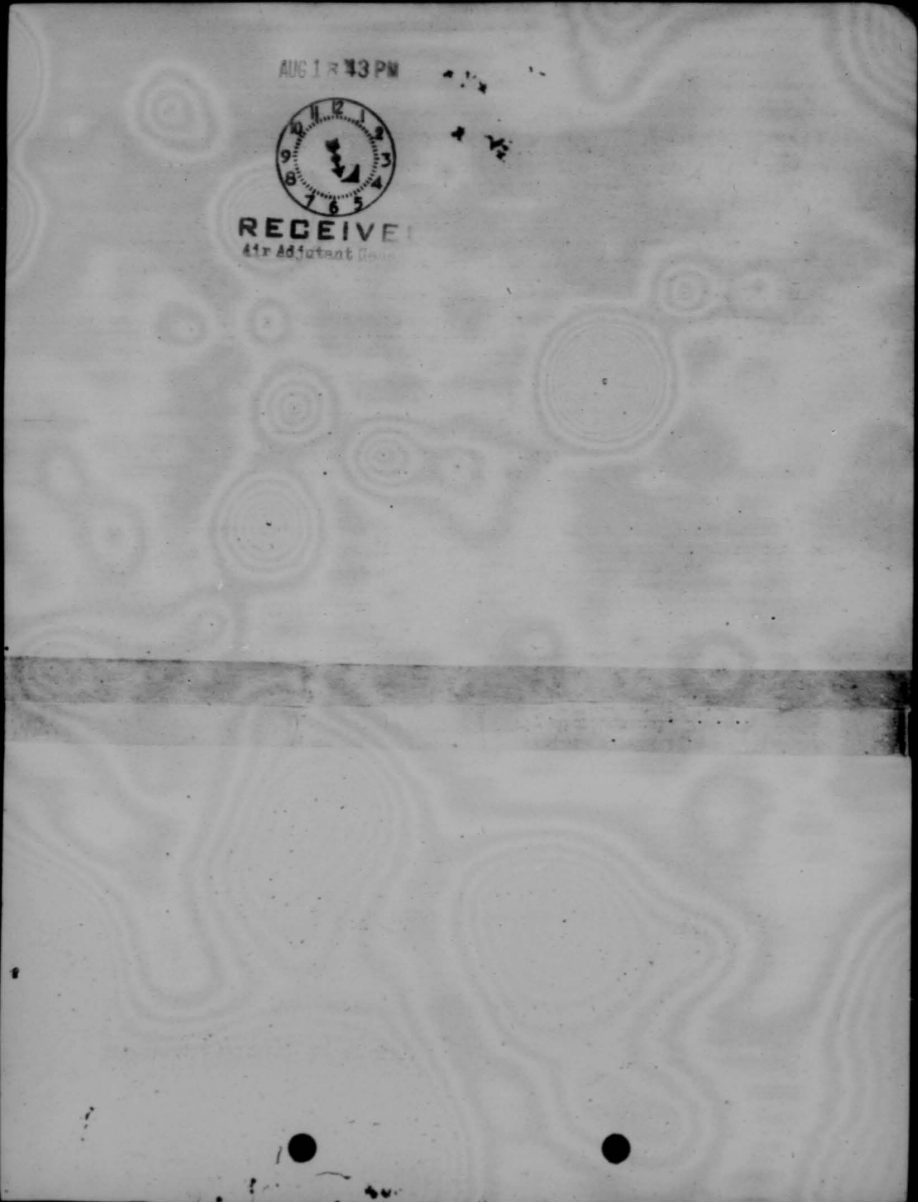
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*[Signature]*  
B. W. CHIDLAW  
Brig. General, U. S. A.  
Chief, Materiel Division  
Asst. Chief of Air Staff

3-1109 A. F.

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DDO Ref

8 Jan. & 20 June 1974

By NAJ/1111 JGJ Date 3-10-74

Maintenance Difficulties in C-46's.

AG/AS, Materiel, Maintenance and Distribution.

14 August 1943

Deputy Chief of Air Staff

ESP/ova/6371

1. It is understood that a conference was recently held regarding maintenance difficulties in C-46 airplanes.
2. Request that this office be furnished a resume of the difficulties together with corrective action taken.

Dispatched  
14 AUG 1943  
AAG

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

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File  
on 14 Aug 43

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000 hrs  
8 Jan & 20 June 1974  
By: N.J.H.H. JC: Date 7-10-74

10 August 1943

MEMORANDUM FOR THE RECORD:

Judge Patterson called at 12 noon, August 10, requesting that I accompany him to see Mr. Barush at the Hotel Carlton, reference airplane and crew availability to meet the program. Given below is a resume of the conversation:

Q: Mr. Barush wanted to know if we had sufficient pilots and crews to fly the airplanes that are now being delivered.

A: Yes

Q: Would we have sufficient pilots and crews to fly all the airplanes that would be produced during the year 1944.

A: We would at least have full crews to fly all the airplanes that would be produced during the year 1944, but that every effort would be made to have two full combat crews for every combat airplane in active theaters of operation. Further that we hoped to have in the British Isles, by the end of October, two full crews per airplane and that other active theaters would have from one to one and one-half crews per airplane, until such time as this could be built up.

Q: Whether or not we had sufficient gasoline, bombs, and other items to operate the aircraft.

A: That there was a definite shortage of 100 Octane. From information available, we will have a greater shortage after this month than at any other time. That the Army Air Forces have done everything possible to keep their airplanes flying, even though we had to use 91 gasoline in our high powered engines in this country for operational training under 20,000 ft. That we had sufficient bombs both here and in the combat zones to meet demands.

Mr. Barush questioned Judge Patterson reference the shortage of aircraft over estimated production. Judge Patterson stated that a program had been submitted to the President last year calling for 131,000 during 1943. That Mr. Knuteon said that this could not be done and that

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*Wain Dugan*

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only 107,000 combat airplanes could be manufactured. After further study due to shortage of materials this was reduced to about 93,000 airplanes. Judge Patterson stated that we are about 6% behind this schedule. Mr. Barush stated that he was very glad to get the matter of airplanes and combat crews straightened out. Further that he had gotten various reports that there would be a large number of airplanes in this country with no combat crews to fly them away from the factories.

HARVEY N. OILES  
Major General, U.S.A.  
Chief of the Air Staff

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DOO ltrs.

8 Jan & 20 June 1974  
by AT-1111C Date 7-10-74

Airplane Production.

AC/AS, Materiel, Maintenance and Distribution.  
(Attention: General Meyers)

Deputy Chief of the Air Staff.

29 August 1943

ESP/cmc/6371

General Arnold agrees to abide by present policy. A monthly summary, forecasting ahead as far as possible, should be presented so that we can change to plan B. or C. if necessary.

IRWIN S. FERRIN,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

Incl: n/o

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DDO Hqs.  
8 Jan & 20 June 1974  
AC Date 3-10-76

**Airplane Production**

Deputy Chief of Air Staff

17 August 1943

Assistant Chief of Air Staff, N.M. & D.

CWS:rdc - 74323

1. The attached tabulation indicates S-L allocations or S-L schedules of Combat aircraft allocated to foreign countries, and the estimated deliveries against these allocations based upon 3 different policies of blocking production (also the related percentages):

A. Present Policy - Russia and small recipients assured of their total allocations during the year. Britain and Dominions to receive their total allocations if 80% of S-L is met, by models. Army and Navy share and share alike in all "slippages" in deliveries.

B. Proposed Policy - Russia and Britain (not including Dominions) to receive their total allocations if 80% of S-L is met, by models for the year. Army and Navy and all others to share and share alike in "slippages" in deliveries.

C. Alternate Plan - All recipients on the same basis for the year as a whole sharing equally the "slippage" in deliveries.

2. With reference to the attached recapitulation, the differences between the present policy (A) and the proposed policy (B) are scarcely appreciable, and it is felt that the repercussions from the foreign countries would not be offset by the slight gains to the U.S.

3. It is recommended that policy A (present policy) be followed unless more drastic reduction of Russian and British deliveries is to be considered.

D. E. MEYERS  
Brig. General, U.S.A.  
Deputy Asst. Chief of Air Staff  
Material, Maintenance & Distribution

Incl.

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Airplane Production

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DDO hrs  
8 Jan & 20 June 1974  
By WJH/LLC Date 2-10-76

TO: <sup>MM+D</sup> AC/AS, ~~ASST~~ Attention: <sup>Gen Meyers</sup> ~~Albuquerque~~ branch  
FROM: Deputy Chief of Air Staff

DATE 12 August 1943  
COMMENT NO. 2  
ESP/eva/6371

1. Request this office be furnished immediately the necessary information on percentage shortage, together with recommended reduction in order that action may be taken.
2. This should be repeated each month throughout the calendar year.

Dispatches  
12 AUG 1943  
AMS

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

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*(signature)*

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*(signature)*

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DDO Hqs.  
8 Jan & 20 June 1976  
By: 11111 SC, Date: 7-10-76

Readjustment in Aircraft Production Required for Planned Operations in the Pacific.

AG/AS - Materiel, Maintenance & Distribution  
Attn: General Echols  
Chief of the Air Staff

1 Sept 1943

LVB/1a/71589<sup>1</sup>

Noted General Giles' comment on attached memorandum requesting preparation of plans to be presented to General Arnold on his return.

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

1 Incl -  
Memo for CG, AAF,  
12 Aug 1943, from  
Gen. Giles.

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1 SEP 1943  
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DDO Hqs  
8 Jan. & 20 June 1974  
By: [Signature] Date: 0-10-76

12 AUG 1944

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES

SUBJECT: Readjustment in Aircraft Production Required for Planned Operations in the Pacific.

I. Upon the defeat of the Axis in Europe, the Army Air Forces will have a large number of groups immediately available for deployment in the Pacific, many of which will be Heavy Bombardment Groups. As the bomber offensive progresses towards its final objective of Tokyo, the need for Long Range Heavy Bombers of the B-29 and B-32 type becomes of prime importance and the usefulness of the B-17 and B-24 type becomes subordinate.

II. Discussion

1. Assuming the area around Shanghai to be the base from which operations against Tokyo are to begin, the strategic air force objectives are at least 700 miles distant, Tokyo being 1200 miles.

2. Long Range Heavy Bombers are considered to be the only type of aircraft that can be operated effectively at these ranges. The B-17 and B-24 aircraft will continue to operate against less distant objectives.

3. Combat missions of such great distance will necessarily be conducted without fighter protection, as no fighters now in combat or planned for the future have such ranges.

4. There will be considerable night bombing in the initial phase of operations against Japan proper, necessitated by lack of fighter escort. Present type Heavy Bombers cannot carry bomb loads sufficient to make such long range night missions effective.

5. Present projected plans indicate there will be a space of time of from nine months to well over a year between the defeat of the Axis in Europe and the start of final operations against Tokyo. The length of time will depend upon the speed with which each objective is taken and the time required to build and implement airbases with the necessary ground personnel and supplies.

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COPY FOR GEN. GILES

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6. In view of the urgency for Long Range Heavy Bombers for this program, steps should be taken to increase the production of the B-29 and B-32 through the curtailment of B-17 and B-24 production. If it may be assumed that the Axis in Europe will be defeated by the end of 1944, it seems that this change in production can be made in the last six months of 1944 without materially affecting the bomber offensive.

III. Action Recommended

1. That the Commanding General, Army Air Forces direct the Assistant Chief of the Air Staff, Material, Maintenance, and Distribution, to prepare plans to increase the production of B-29 and B-32 from the present plan of approximately 200 per month at the end of 1944 to 400 per month.

Signed

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

12 AUG 1944  
AAG

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8 Jan. & 20 June 1974  
By 42-114 LC Data 7-10-76

September 14, 1943

Major General Ira C. Baker  
Commanding General, Eighth Air Force  
London, England

Dear Ira:

The controversy between the Corps of Engineers and the Air Forces has been raging for years. Over here it has reached the stage where the War Department is directing the Air Forces in detail regarding the photographic aviation that will be provided. The Air Forces was directed to provide B-17 aircraft for the job in the United Kingdom and we have a directive to provide pressurized cabin aircraft for this work. I can't say that the matter has come to any successful conclusion.

The Engineers have requested that a mapping test be flown at Fort Sill utilizing an F-5 and a heavy bomber. From this test, they will determine whether or not the photography you are providing is satisfactory.

Colonel Kaye has steadfastly maintained that the heavy bombardment type airplane would not be able to perform successful aerial photographic mapping missions in an active theater. During his trip to your theater, he made statements in a memorandum to you and to General Edwards, a copy of which was forwarded to the Engineers in this country. The Engineers and War Department G-2 took violent exception to certain statements made therein and we have had to relieve Kaye from the position of Chief Air Photographer in the interest of peace and harmony with the War Department General Staff. While he was away, it became necessary to issue instructions to the Air Forces regarding photography provided for the Ground Army, a copy of which order is attached.

Regarding a future photographic airplane, the P-33 J is being modified for photographic use, the initial allocation of which will start coming out after September 1st. The P-58 looks promising for an extreme long range photographic airplane. Suitable tests will determine the possibilities of this airplane. Howard Hughes has successfully flown, some thirty odd times, a two-engine plywood job similar to the P-58. This airplane is very clean and shows great promise for a future long range photographic airplane.

I hope that you can continue to provide photography satisfactory to the Engineers in England. It is interesting to note that the Third Photographic Group in North Africa submitted photographic coverage, which had been performed

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on routine Air Force missions, to the Engineers in North Africa. After a detailed analysis of these photographs, 50% were accepted for compilation into suitable maps. It would seem that the fight is engendered on this side by personnel of academic rather than practical experience.

Sincerely yours,

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

Incl:  
copy order re photography  
provided for Ground Army.

*Dispatched from  
Gen Arnold's office.*

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20 Sept. 43*

*and 204-2-1935*

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DOU HRS  
8 Jan & 20 June 1974  
By A-11111111 LC Data 7-10-76

September 14, 1943

Major General Ira C. Eaker  
Commanding General, Eighth Air Force  
London, England

Dear Ira:

The controversy between the Corps of Engineers and the Air Forces has been raging for years. Over here it has reached the stage where the War Department is directing the Air Forces in detail regarding the photographic aviation that will be provided. The Air Forces was directed to provide B-17 aircraft for the job in the United Kingdom and we have a directive to provide pressurized cabin aircraft for this work. I can't say that the matter has come to any successful conclusion.

The Engineers have requested that a mapping test be flown at Fort Sill utilizing an F-5 and a heavy bomber. From this test, they will determine whether or not the photography you are providing is satisfactory.

Colonel Kaye has steadfastly maintained that the heavy bombardment type airplane would not be able to perform successful aerial photographic mapping missions in an active theater. During his trip to your theater, he made statements in a memorandum to you and to General Edwards, a copy of which was forwarded to the Engineers in this country. The Engineers and War Department G-2 took violent exception to certain statements made therein and we have had to relieve Kaye from the position of Chief Air Photographer in the interest of peace and harmony with the War Department General Staff. While he was away, it became necessary to issue instructions to the Air Forces regarding photography provided for the Ground Arms, a copy of which order is attached.

Regarding a future photographic airplane, the P-38 J is being modified for photographic use, the initial allocation of which will start coming out after September 1st. The P-50 looks promising for an extreme long range photographic airplane. Suitable tests will determine the possibilities of this airplane. Howard Hughes has successfully flown, some thirty odd times, a two-engine plywood job similar to the P-50. This airplane is very clean and shows great promise for a future long range photographic airplane.

I hope that you can continue to provide photography satisfactory to the Engineers in England. It is interesting to note that the Third Photographic Group in North Africa submitted photographic coverage, which had been performed

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on routine Air Force missions, to the Engineers in North Africa. After a detailed analysis of these photographs, 80% were accepted for compilation into suitable maps. It would seem that the fight is engendered on this side by personnel of academic rather than practical experience.

Sincerely yours,

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

Incl:  
by order re photography  
provided for Ground Arms.

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 UNITED STATES ARMY AIR FORCES  
 HEADQUARTERS  
 FIRST PHOTO CHARTING GROUP

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 DOD 11a  
 8 Jan. & 20 June 1974  
 By 414 111 10. Date 7-10-76

Bolling Field, D. C.  
 28 August 1943

MEMORANDUM FOR: Commanding General, Army Air Forces  
 SUBJECT: Reply to Letter from General Eaker  
 Re: Photography.

The following is a suggested reply to General Eaker's letter, dated 5 August 1943, relative to aerial photography in the Eighth Air Force:

Major General Ira C. Eaker  
 Commanding General  
 Eighth Air Force  
 A.P.O. 633, c/o Postmaster  
 New York, New York

Dear Ira:

The controversy between the Corps of Engineers and the Air Forces has been raging for years. Over here it has reached the stage where the War Department is directing the Air Forces in detail regarding the photographic aviation that will be provided. The Air Forces was directed to provide B-17 aircraft for the job in the United Kingdom and we have a directive to provide pressurized cabin aircraft for this work. I can't say that the matter has come to any successful conclusion.

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Sincerely yours,

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

2 Incls.:  
 Cpy ltr Gen. Moore  
 to Gen. Eaker 7/20/43.  
 Ltr Gen. Eaker to  
 Gen. Arnold 8/5/43.

MINTON W. KAYE  
 Colonel, Air Corps  
 Commanding

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DDI Hqs.

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HEADQUARTERS ARMY AIR FORCES

8 Jan & 20 June 1974

10/1/1974 IC Date 7-10-76

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Monthly Report on Distribution of Aircraft.

TO: Aircraft Branch, AFROA

DATE 8/6/43

FROM: Colonel Peterson.

COMMENT NO. 1

Request that a copy be furnished of the monthly report on Distribution of Aircraft, received from factory and modification centers, to: Office of the Commanding General, Army Air Forces, attention: Colonel Peterson.

*CAB*  
C.A.F. AUG 6 1943

TO: AFACG  
Attn: Colonel Peterson  
FROM: AC/AS, OCR, Aircraft Branch

DATE 8/9/43

COMMENT NO. 2  
DINc/ms/73893

Necessary action has been taken.

*WDC*  
W. D. CAINNES,  
Colonel, Air Corps,  
Chief, Aircraft Branch, Op. Div.

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DOO hrs  
8 Jan & 20 June 1974  
By: *W. J. C. Date: 3-1-74*

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By Authority of  
The Commanding General  
Army Air Forces  
*15 Aug 43 CWB*

19 August 1943

MEMORANDUM FOR: Commanding General, Army Air Forces  
SUBJECT: Strength and Disposition of the German Air Force

1. The figures on the strength of the German Air Force given in the Joint Intelligence Committee Estimate of the Enemy Situation 1943-1944 European Area dated 30 July 1943 were taken from those compiled by the British Air Ministry and were based on the latest estimates available at that time. First line operational strength of the German Air Force as of 13 August 1943 were estimated as 3085, of which 1602 were disposed on the Western front, 1945 on the Russian front, and 1113 in the entire Mediterranean area. In addition, 465 were in Germany for refitting.

2. Figures compiled by the N.A.A.F. as of 30 July 1943 and published in the Air Intelligence Weekly Summary No. 37 give 310 as the strength of the German Air Force in the Mediterranean theatre, excluding Greece and Crete. This figure compares with the British figure for the same area as of 31 July of 1943. Consequently, the N.A.A.F.'s estimate is 130 lower than that of the British Air Ministry. For 7 August, the British figure was 309, a decline of 39 planes. For 13 August, it was 315, an increase of 6 over the 7 August figure.

3. A partial explanation for the N.A.A.F.'s lower figure may be found in the difference in methods used in arriving at the estimates. The British estimate is based on I.R. strength of air units in the area and is arrived at through prisoner of war interrogation, radio interception, sources inside Axis Europe, and reconnaissance. It is an estimate whose error is not believed to exceed ten percent of the whole and in the normal case will be much closer to the actual facts. The N.A.A.F.'s estimate is presumably based largely on reconnaissance and local intelligence sources of a character similar to those used by the Air Ministry for their over-all estimate, and is an attempt to determine by direct summation the aggregate number of opposing aircraft. Over a period of time, the British method, based on the I.R. strength of units, probably results in the best estimate of strength, but during periods of heavy fighting in a theatre the method may not reflect at once the full weight of attrition. Consequently, for the date under consideration, the N.A.A.F.'s estimate may well be more nearly in

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Strength and Disposition of the  
German Air Force

19 August 1943

accord with the facts, although the true strength as of 30 July was probably somewhere between the two estimates.

4. British estimates on the production of German aircraft have shown an upward trend, largely as a result of expansion in the production of fighter types. According to the latest report as of 1 July 1943, production of operational planes has reached 1640 per month. Included in this figure were the monthly rates of 770 single engine fighter planes and 210 twin engine fighter planes. However, a cable just received from a European office of the Office of Strategic Services states that production has dropped from 1600 and 1400 in May and June respectively to about 1200 in July. Sabotage, difficulty in securing parts and accessories in bombed areas, as well as Allied bombing of factories, are cited as reasons for this decline. Recent attacks of the Eighth against the Fieseler aircraft factories near Kassel, the Ago plant near Magdeburg, and the Heinkel assembly plant at Warnemunde struck at 22% of German single engine fighter production. According to the British Air Ministry, the plant at Warnemunde was so severely damaged that it will probably be dispersed elsewhere, and it is estimated that a minimum of three months' production has been interrupted. The plants near Kassel and Magdeburg were severely damaged, but to a lesser extent. Also, the attacks of 13 August by the Ninth Air Force on the Wiener Neustadt plant, and of 17 August by the Eighth Air Force on the Regensburg plant, which together produce 400 Me. 109's per month, have undoubtedly interfered further with German fighter production.

5. During the last 30 days, United States heavy bombers have attacked over 74% of total estimated German single engine fighter production. The preliminary reports concerning the success of these attacks would indicate that German fighter production has currently fallen substantially below the British estimate of their potential as of 1 July.

EDGAR P. BORNHISE  
Brigadier General, U. S. Army  
Assistant Chief of Air Staff,  
Intelligence

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ODD Hrs

8 Jan. & 20 June 1974

By 111/H.H. LC. Date 7-10-76

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DECLASSIFIED

19 Aug 43 *WFB*  
Date

19 AUG 1943

**MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:**

**Subject: Strength and Disposition of the German Air Force**

1. Transmitted herewith is memorandum for General Arnold on the Strength and Disposition of the German Air Force, as a result of General Giles' ink note on memorandum for General Arnold from General Euter, dated 6 August 1943 attached.

Incl  
Memo to CG AAF  
from AG/AS, I  
dtd 29 Aug 1943  
w/ memo to Gen  
Arnold from Gen  
Euter 2-229-222-2  
(~~last paragraph~~)  
29 Aug 1943 *rl*

**EDGAR P. SCHENCK**  
Brigadier General, U. S. Army  
Assistant Chief of Air Staff,  
Intelligence

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by  
2/30/45*

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8 Jan. & 20 June 1974

By 242/HH/IC Date 7-10-76

Production of C-47's and C-54's.

AC/AS, Operations, Commitments & Requirements  
Chief of the Air Staff.

16 August 43

6

MAL/mdg/5265

The attached proposed letter to Mr. Nelson has been carefully reviewed by the Deputy Chief of the Air Staff who suggests the addition of one more paragraph expressing General Arnold's thought in the last clause of the last paragraph of his Comment #1.

~~Incl. n/c~~

Unrecorded  
16 AUG 1943  
AM

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

air file 4521 (934)

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C-16 Aug 43

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air file 4521 (934)

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DDO lrs.  
8 Jan. & 29 June 1974  
By 344/144 LC Date 7-10-76

Production of C-47's and C-54's.

General Giles

8/9/43

General Arnold

1

Note the attached. In considering cargo aircraft, it is much more involved than merely the amount of cargo that the plane can carry.

I note that Mr. Leeming recommends that the Oklahoma plant cease building C-47's and start building C-54's merely because the C-54 can carry more cargo. This, as I stated before, is only a partial solution. The Troop Carrier Command has a definite need for a large number of C-47's and there is also a definite need for C-47's in other agencies.

It is my opinion that we should write Donald Nelson a letter and set him straight in this matter, that the program for cargo planes should meet the military requirements first and the cargo carrying capacity second.

H.H.A.

Incl: Report on Cargo Aircraft  
from Donald Nelson, 7/30/43.

TO: ACAS, Operations, Commitments and Requirements.

DATE 10 August 1943

FROM: Deputy Chief of Air Staff.

COMMENT NO. 2  
ESP/eva/6371

For preparation of a reply to Mr. Nelson.

Dispatched  
10 AUG 1943  
AAG

1 Incl: n/c.

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

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w/ CS 4521, (ESP/eva/6371)

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DOO 115  
8 Jan. & 20 June 1975  
By NAJ/HHC Date 7-10-76

Modified B-26 for Towing Targets.

General Harper

12 Aug. 1943

General Perrin

<sup>1</sup>  
RSP/gwd/GS71

General Giles likes the "sound" of this airplane. Major Barnett's visit to the continental Air Forces is approved, and no further action seems necessary, pending his return.

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AMG

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

Incl:

Memo for Gen. Giles, dtd.  
8/9/43, frn. Gen. Harper,  
above subj., w/1 Incl.-  
Rpt., above subj.

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ci 12 Aug 43*

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*Copy for Miss Ingram  
Air 23-52-1 (933)*

B-36 Bombers

General Nichols

General Giles

3773  
HMO:al

7 August, 1943

1.

1. General Arnold directed this date that the proposed plan to build B-36 Bombers either as escort planes or as bombers be discontinued. He directed that this project be cancelled and not given further consideration.

2. Request you take action immediately to notify all concerned.

cc-AC/AS, OCAR  
cc-General Perrin  
cc-General Vandenberg

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

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8 AUG 1943  
AAG

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8 Jan. & 20 June 1974  
By NH/HH JC, Date 7-16-76

Production of B-29 Airplanes.

AG/AS, MM&D. (Att: General Behels)  
Deputy Chief of Air Staff.

29 August 1943

3

General Arnold wants to have plan from AG/AS, Material Maintenance and Distribution on what is going into Baltimore plant and when.

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

Incl: n/c.

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DOO 1175  
8 Jan. & 20 June 1974  
By: 1114 AC 7-10-76

To: General Arnold (Through General Giles)

Date 14 August 1943

From: General Echols

Comment No. 2  
OPE/33/2128

1. Production of B-26 airplanes was formerly set up as follows:

	<u>Present Rate</u>	<u>Maximum Rate</u>
Omaha	125 per month	180 per month to end of 1944
Baltimore	120 per month	150 per month to end of 1944

Plans contemplated that production of the B-35 (Northrop) would begin at Baltimore in January, 1945, and the B-26 would be put out of production at Baltimore at that time.

2. Steps have been taken to level off the production at Omaha to 135 B-26's per month until this plant can start the manufacture of B-29's. According to present estimates, B-26 production will be discontinued in Omaha in February, 1944. Production of B-26's in the Baltimore plant has been leveled off at 120 airplanes per month, and schedules provide that the production of these airplanes continue at this rate until production on the B-35's can be started. However, since indications are that the B-35 is likely to be late, and the quantities of B-26's produced under this arrangement will exceed requirements for these airplanes, studies are now in process to provide for the further reduction of the B-26's to be produced in Baltimore, with the idea of introducing another airplane now being produced or by the use of these facilities to manufacture parts to assist other manufacturers, with as little interference with the B-35 project as possible.

Incl.  
RMK fr Col. Peterson to Gen.  
Echols w/RMK to CG/AAF fr  
Col. Inoué, 8/7/43  
w/Cy 2 SC-SP10

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O. P. ECHOLS,  
Major General, U.S.A.,  
AC/AS, HQAF

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DOO 1175  
8 Jan. & 20 June 1974  
By: 1114 AC 7-10-76

Low Altitude Fighter.

General Kuter (AC/AS, Plans) and  
AC/AS, Operations, Commitments & Requirements.  
Deputy Chief of Air Staff.

7 Aug. 1943

1  
HSP/gnd/6571

Please work up for me a short "blurb" on why we will need a "hot" low altitude fighter for next spring.

HERWIN S. PERLIN,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

Dispatched  
8 AUG 1943  
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*File  
in 28 Aug 43  
Copy for Miss Ingram  
Am 28452.1 (939)*

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DDO Hqs

HEADQUARTERS ARMY AIR FORCES

8 Jan 4 20 June 1974

ROUTING AND RECORD SHEET

FALLY NO.	
FILE NO.	

SUBJECT:

Air Tanker.

TO: General Echols.

DATE 7 August 43

FROM: Chief of the Air Staff.

COMMENT NO. 1  
MAL/mdg/5265

1. The Chief of the Air Staff directs that a message similar in content to the following, be sent to Consolidated Aircraft Corporation, San Diego, Cal.:

"After careful consideration of probable uses for proposed air tanker, no real military necessity therefor appears to exist, consequently no procurement of such an item is anticipated."

2. Please furnish this office with copy of message so dispatched.

*max.*

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

TO: Chief of the Air Staff.

DATE 13 August 43

FROM: ACAS/M.M.& D. - Materiel Division

COMMENT NO. 2  
JEB/71500/drb

In accordance with the request in Comment 1 above, attached herewith is a copy of the reply from this office on the subject of "Air Tanker", which has been forwarded to the Consolidated Aircraft Corporation, San Diego, California.

*W. W. CHIDLAN*  
Brig. General, U.S.A.  
Chief, Materiel Division

Incl:  
Ltr (cy) 11/Aug. 43.

*8/14/43*  
*Noted. For file*  
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*SIA S.*  
*File*  
*cc 10 Aug 43*

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U.S. AIR FORCE



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DDO Hqs.

8 Jan & 20 June 1974

By ALH/THL LC: Date 7-10-76

TO: Chief of the Air Staff.  
FROM: ACAS/M.M.& D. - Materiel Division

DATE 13 August 43

COMMENT NO. 2  
JPT/71500/drb

In accordance with the request in Comment 1 above, attached herewith is a copy of the reply from this office on the subject of "Air Tanker", which has been forwarded to the Consolidated Aircraft Corporation, San Diego, California.

B. W. CHILLAN  
Brig. General, U.S.A.  
Chief, Materiel Division

Incl:  
Ltr (cy) 11/Aug. 43.

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DDO Hqs.  
8 Jan. & 20 June 1974  
By NAJ/PH/AC Date 7-10-76

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11 August 1943.

Consolidated Aircraft Corporation,  
3302 Pacific Highway,  
San Diego, California.

Attention: Mr. I. M. Laddon.

Gentlemen:

Reference is made to the Consolidated Aircraft Corporation proposal for an Air Tanker. Copies of brochure left with General Echols by Mr. Laddon have been studied by this office and other offices of the Air Staff.

After careful consideration of the probable uses for such special equipment as this Tanker would be as weighed against the needs for other essential combat equipment, it has been decided that no real military necessity for this particular item of equipment appears to exist and consequently no procurement of such an item is anticipated. Mr. Fleet of your organization has been previously advised of this decision.

With your permission, the descriptive booklet furnished by Mr. Laddon to General Echols will be retained for the files of this office.

Very truly yours,

B. W. CHIDLAW,  
Brig. General, U.S.A.,  
Chief, Materiel Division,  
Office, AC/AS, MM&D

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DDO HRS

8 Jan. & 20 June 1974

By MAJ/JRH AC: Date 7-16-76

Air Tanker.

General Echols.

Chief of the Air Staff.

7 August 43

1

MAJ/mdg/5265

1. The Chief of the Air Staff directs that a message similar in content to the following, be sent to Consolidated Aircraft Corporation, San Diego, Cal.:

"After careful consideration of probable uses for proposed air tanker, no real military necessity therefor appears to exist, consequently no procurement of such an item is anticipated."

2. Please furnish this office with copy of message so dispatched.

Dispatched  
7 AUG 1943  
AAG

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

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DDO IWS  
# Jan. & 30 June 1976  
By SA/1411 AC Date 7-10-76

Air Tanker

Chief of the Air Staff (Through AC/AS, OC&R)

2 Aug 1943

Assistant Chief of Air Staff, Plans

LSK/dmw/5833

1. After scanning the previous correspondence and comments on the proposed consolidated air tanker, the views of the Plans Division are:

a. The airplane in its present form should not be procured for refueling in flight since that job obviously requires at least one crew member in addition to the pilot.

b. By the time an air tanker could fly, we are sure of having at least 1,000 heavy bombers per month. A quick study should be made as to the feasibility of filling some of those heavy bombers with rubber bag type tanks to determine the practicability of using a proportion of those airplanes as tankers. We know that they will fly.

2. In conclusion, the Plans Division believes that no special tankers (glider or airplane) should be built until it is proved that airplanes which will be on hand could not be more easily converted for tanker use and furthermore, that this particular project is not a practicable airplane from which to refuel in flight.

L. S. KUTER,  
Brigadier General, U. S. A.

4 Incls:

- #1 Cy ltr fr R.H.Fleet to Gen Kenney 7/23/43.
- #2 Memo for Gen Giles fr Gen Echols 7/30/43.
- #3 R&R - 7 comments - w/telegram and memo.
- #4 Pamphlet - "Air Tanker".

COPY FOR GENERAL GILES

TO: AC/AS, M&D

DATE 4 Aug 1943

FROM: Chief of the Air Staff

Comment No. 2  
Col. Greenleaf/3080

1. Concur with comments contained in No. 1 above. The Requirements Division, O&R and the AC/AS, O&R have previously stated that there are no military requirements for a special tanker airplane of this type. (See attached series of R&R Sheets, Comment No. 2, July 7, 1943 and Comment No. 7, July 13, 1943).

2. Based on the use of rubber bag type of tanks, the study indicated above should be undertaken by the Material Command starting preferably with current production standard cargo airplanes extending to the type of bombardment airplane which the Material Command might consider as offering a most practicable conversion.

Dispatched  
7 AUG 1943  
AMS

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James H. O'Neil  
Major General, U. S. Army  
Chief of the Air Staff

Concurs:  
Requirements Div.  
AC/AS, O&R

*Handwritten:*  
J. H. O'Neil  
Div AS 452.1 (526)



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DDO IIS  
8 Jan 68 20 June 1974  
By: [unclear] SC. Date: 7-16-76

Request for Continued Use of Airplanes for "A Guy Named Joe"

Deputy Chief of the Air Staff

30 July 1943

Asst. Chief of Air Staff, Training

AJM:GSS:mtg 3  
71051

1. In compliance with paragraph 1, Comment No. 2, the Training Command has been requested to send a B-24 crew immediately to Drew Field, Tampa, Florida as a replacement for the crew presently assigned.

2. Request reconsideration of the action directed in Comment No. 2 with respect to Training's furnishing a second B-24 airplane.

a. General Arnold has directed the Second Air Force to produce over 500 additional combat crews in September, making a total of 1,086 crews during that month.

b. The Training Command is giving a concentrated three-weeks' course of instruction to produce extra four-engine pilots by 15 August. In addition, a 14 percent overload has been ordered into all four-engine schools. Every four-engine aircraft on hand and scheduled for delivery is urgently needed to comply with General Arnold's directive. It is believed that it would be both inconsistent and ill-advised to withdraw even one B-24 either from Training or from production scheduled for delivery to training activities.

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ROBERT W. HARPER  
Brigadier General, U. S. A.  
Assistant Chief of Air Staff, Training

Concurrence:

Unit Trng. \_\_\_\_\_

TO: Asst. to Director for AAF, WD Bureau of Public Relations  
THRU - Asst. Chief of Air Staff, Training.  
FROM: Chief of the Air Staff.

DATE 6 August 43

COMMENT NO. 4  
MAL/mdg/5265

The Deputy Chief of the Air Staff (General Perrin) concurs with the position stated by the Asst. Chief of Air Staff, Training, in Comment #3 above, and directs that replacement of the crew on the original B-24 Camera airplanes be all that is in connection with the recommendation in Item #1 above. In other words, the second camera airplane requested will not be furnished.

Dispatched  
6 AUG 1943  
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MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

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DDO 1175  
8 Jan. & 30 June 1974  
By AWJ/1175 MG: Date 3-10-76

Weight Comparison Study -- Walter F. Tyden

Deputy Chief of Air Staff

3 Sept. 1943

AG/AS, N.W. & D.

1  
HRG:hbr/71180

1. Reference is made to Comment No. 2, Routing and Record Sheet from N.W. & D., dated 21 August 1943 which constituted an interim report on the comments of Mr. Walter Tyden of the Curtiss-Wright Corporation.

2. With further reference to the Army Handbook, it is desired to point out that this document incorporates requirements which are based on experience gained since the inception of the aircraft industry. Some of the requirements contained therein are intended for use as a general guide while other requirements are more or less mandatory. It has been the continued policy to grant reasonable and considered deviation from the Handbook, when such requests by the contractor are substantiated by engineering of facts.

The statement that the Handbook is not strictly up to date is, to some extent, true. The reason for this is that any changes incorporated in the Handbook can only be made after a series of extensive tests and engineering substantiations. One example of the lag in keeping this document up to date is a series of modernizing revisions found to be desirable during the early part of this year. These revisions were made available to A.A.F. contractors by preliminary distribution which took place many months prior to the formal printed revisions.

A. The North American XP-51F airplane is cited as an instance in which design limitations laid down by the Handbook are not necessarily adhered to. In this design a deliberate attempt was made to disregard the requirements and give the contractor a free hand in designing solely on the basis of sound engineering principles in an effort to reduce weight. It is found that an appreciable reduction in weight will be effected in this airplane even though deviations from the Handbook are few in number. It must be borne in mind, however, that the XP-51F airplane is strictly an experiment to determine how good an airplane can be built using the combined British and A.A.F. requirements. Since this airplane has not made its first flight, this procedure cannot as yet be evaluated.

B. Mr. Tyden's comments regarding Handbook deviations are also applicable to cockpit arrangements. While it is felt that standard cockpit dimensions and arrangements have limited development and improvement, it is apparent that at least some measure of standardization is necessary in the design and lay out of this element. In any event, the dimensional cockpit arrangements shown in the Handbook constitute a sound starting point for the designer in laying out his basic dimensions. Without such a basis, the variation in cockpit arrangements forthcoming from various manufacturers would be very great. It should also be borne in mind that cockpit arrangements are inspected and improved, or revised in

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DDO 1175  
8 Jan. & 30 June 1974  
By AWJ/1175 MG: Date 3-10-76

Weight Comparison Study -- Walter F. Tyden

Deputy Chief of Air Staff

3 Sept. 1943

AG/AS, N.W. & D.

1 cont'd  
HRG:hbr/71180

accordance with the findings of a mock-up committee. This committee is usually composed of officers which represent a fair cross section of engineering, tactical and planning personnel.

A. In the light of the latest changes in A.A.F. and British specifications, there is very little difference in structural requirements between the two Services. Recent studies indicate that on the same airplane designed to minimum Army, Navy, and British requirements, the structural weight of the three airplanes will vary approximately 1%. A comparison of different aircraft designed for different missions is unfair in as much as a large variation in weights of component items will be found in aircraft designed by different manufacturers even though these designs meet the same detailed requirements.

B. The constantly repeated plea for welds in tension is not considered justified since it is known that this restriction imposes no hardship or weight penalty in present-day designs and the greater reliability of current methods is indisputable.

C. Turn-over structure in A.A.F. fighter aircraft has been deleted in accordance with recently established Military Policy.

D. The landing gear weight comparisons drawn in the Tyden weight report are considered to be in a large measure, outdated. The A.A.F. drop test heights and the British landing gear sinking speed requirements have recently been changed so that the A.A.F. design criteria are somewhat lower than the British. Also, landing gear weights are not entirely dependent upon drop test requirements. Weights are dependent upon landing gear configuration, height, method of retraction and type of retracting gear, and the resultant structural problems involved. If the same actual height of drop is used with structure designed to the current British strength factor, the landing gear structure will necessarily be longer with resultant weight penalty. Furthermore, it has been proven that for American usage, some British brakes, specifically on the Spitfire, are totally inadequate. The conclusions to be drawn are that landing gears designed in accordance with A.A.F. practice require less maintenance. This appears to be confirmed by recent reports.

E. Cooling requirements are under vigorous study and cooling installations are being simplified in an effort to obtain the optimum weight performance ratio. The more severe cooling requirements of the A.A.F. have been brought about by the varied conditions under which the aircraft has to operate.

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DDO 115  
8 Jan & 20 June 1974  
By: [unclear] AC, Date: [unclear]

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Weight Comparison Study -- Walter P. Tyden

Deputy Chief of Air Staff

AG/AS, M.R.& D.

3 Sept. 1945

1 cont'd  
HRG:hhb/71180

b. Referring to Mr. Tyden's discussion of armor plate and leak-proofing, a comparison of British and American leakproofing may be summed up by the statement that A.A.F. leakproofing seals adequately while the British leakproofing does not. A.A.F. self-sealing fuel tanks are tested for performance against .50 gun fire and 20 mm cannon fire. British tanks are tested for .30 protection. Tests recently conducted on a Mosquito self-sealing fuel tank resulted in failure under .30 caliber gun fire. The use of twin sheets of armor plate, spaced approximately six inches apart, has been tested and is not considered satisfactory. According to latest information, the British are not using twin plates. Armor plate manufactured to current A.A.F. specifications will result in about 20% weight saving over of British armor, giving the same protection.

a. It is agreed that the use of magnesium has not been fully exploited in current designs. It must be remembered, however, that current combat aircraft were designed at a time when magnesium was a critical material and in limited production. Also, corrosion prevention on this material had not been brought to its present state. In current designs, magnesium is being utilized to a substantially larger degree, always bearing in mind the basic limitations of the material, one of these limitations being the shattering characteristic of magnesium under gun fire.

1. With regard to the weight saving on the Spitfire gained by use of a wooden propeller, it may be stated that losses in efficiency due to thicker tip sections cancels the advantages obtained by less weight. This is especially true for propellers under 12 feet in diameter. For larger diameters, hollow steel propellers will be lighter than those of wood. Test results have recently been obtained showing a comparison in performance on a Spitfire with a Merlin 60 engine using propellers with wood and aluminum alloy blades. In this instance, a loss of 500 feet per minute is shown in the rate of time at all altitudes with the wood blades. Justifying the increased serviceability of the metal blades, is a letter from the SAC stating that aluminum alloy blades for the P-40E airplanes assigned to them would be greatly preferred to wood blades, due to the wide geographical range in which the airplanes might be required to operate.

O. P. NICOLS,  
Major General, U.S.A.,  
AG/AS, M.R.& D.

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DDO 115  
8 Jan & 20 June 1974  
By: [unclear] AC, Date: [unclear]

Weight Comparison Study.

TO: Deputy Chief of the Air Staff

DATE 21 August 1945

FROM: AG/AS, M.R.& D.

COMBENT NO. 2  
HRG/ah/71180

1. The following comments are submitted as an interim report pending further study by interested laboratories of the Materiel Command:

a. Mr. Tyden's reference to Army Handbook requirements is concurred in. A growing tendency exists to deviate from the limitations laid down by the Handbook, and in a number of instances this document is used as a guide and manufacturers are permitted to exercise all reasonable ingenuity in improvements which deviate from Handbook requirements.

b. Present structural requirements are not believed excessive but the limitations with respect to castings and welds in tension are on the conservative side. Result of experience in this art indicates possible reduction in weights of castings.

c. Standard cockpit dimensions and arrangements have limited development and improvement. There is room for improvement in the basic layout and design of fighter cockpits.

~~CONFIDENTIAL~~

*File  
AG  
7/31/45*

*AG as 452.1 (924)*

*924  
PAG 452.1*

~~CONFIDENTIAL~~

Weight Comparison Study.

Deputy Chief of the Air Staff

21 August 1945

AG/AS, MMAD

2 (cont.)

HRS/ah/71150

d. It is agreed that an organization within the Materiel Command to concentrate on elimination of weight from all aircraft is urgently needed. The recommendation that a reduction in armor plate protection be made is not concurred in. This based on contact with a great number of operational pilots, which indicates that our armor requirement is an important factor in successful operation against the enemy. It is considered that we are very close to the minimum limit.

e. AAF cooling requirements have contributed materially to successful operation in varying climatic conditions. Present satisfactory cooling, while not meeting fully the requirements in all cases, is result of constant effort to meet a set goal.

f. All attempts to reduce the oil supply to normal basis requirement have resulted in demands from the service for an increase in the amount of oil carried. This due to large variation in endurance because of variable fuel loads.

g. Concerning fuel and oil system protection, tests to confirm statement that two thin plates are better than one thick plate, have been recommended. AAF self-sealing tanks and fuel lines known to be far superior to British designs.

h. Very few of our latest type fighters have removable ammunition boxes in wings. Reference one piece wings on the P-150 and Japanese Zero, this feature being incorporated in the P-51F - expect violent objection on the part of Maintenance personnel.

i. Agree that aircraft should not be equipped for both Arctic and Desert operations. Any special features should be added in Modification Centers. Reference weight comparison of hydraulic systems, excessive weight of the P-40 hydraulic system mainly due to manufacturer's lack of improvement in an obsolete system. AAF fighters in general are not subject to this criticism.

j. An effort has been under way for some time which will eventually result in removing the objectionable comparison with regard to fighter weights. An example is our P-51F which is being built the lightest gross weight possible in keeping with present state of the art. To this end the creation of a special unit specifically charged with reduction of weight on equipment items is being set up.

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Weight Comparison Study.

Deputy Chief of the Air Staff

AS/AS, NWSB

21 August 1943

2 (cont.)

RRB/ab/71150

2. It is anticipated that a complete report covering all phases of the subject weight comparison will be available to you some time during the coming week.

2 Incls.  
n/c

G. P. HOWLS,  
Major General, U.S.A.,  
AS/AS, NWSB.

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DOO ltr.  
8 Jan. & 20 June 1975  
NATHAN, AC, Date: 7-10-76

~~CONFIDENTIAL~~  
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**Weight Comparison Study.**

AC/AS, HMMB (ATTN: General Echols)

4 August 1943.

Deputy Chief of the Air Staff.

1  
ESP/eva/6371

1. This is a nice report, although not very specific.
2. Would appreciate your comments so that I can pass them on to General Arnold.
3. Has all this been coordinated with the Material Division?

2 Incls

Incl 1. CONF "Summary of Weight Comparison Study" by Col. Peterson w/ note by Gen. Arnold dtd 2 Aug 43.

Incl 2. CONF ltr to Gen. Arnold frn Mr. Wright this subj dtd 12 July 43 inclosing subject study by Walter Tyden.

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

*no copy incls.*

*2305 1001/954*

Dispatched  
4 AUG 1943  
AAG

*File in Aug 43*

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~~CONFIDENTIAL~~

*Air Mail #52. (9) 2/11/44*



Replacement for B-24 airplanes lost in Floesti Raid

Ass't. Chief of Air Staff, OCA&R

General B. M. Giles

3373

BMO:nl

3 August 1943

1.

It is noted from cablegrams that approximately forty (40) B-24 airplanes were lost in the Floesti raid. General Arnold desires that a replacement be made as soon as possible. Prepare cablegrams to Baker, Spats, and Brereton stating what you plan on doing, and coordinate these cablegrams with me before sending them out.

BARNETT M. GILLES  
Major General, U.S.A.  
Chief of the Air Staff

*Handwritten vertical text:*  
Barnett M. Giles  
3 Aug 43

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File  
ei 3 Aug 43

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Air 452.1  
(923)



Proposed Changes in Airplane Classification.

AG/AS, Material, Maintenance & Distribution.

4 August 43

Chief of the Air Staff.

1  
MAL/mdg/5265

Before consideration of this paper by the Chief of the Air Staff, it is desired that General Eshels personally review the proposal and indicate approval or disapproval by comment hereon.

HILLARD A. LYBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

Att: Memo for C/AS, fm.  
Col. Thornton, undated.

*AG/AS 7507 (832)*

Dispatched  
4 AUG 1943  
ASB

*File 4 Aug 43*

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

DECLASSIFIED  
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DECLASSIFIED  
DOO ltr.

8 Jan & 20 June 1974  
By WJH/HAC Date 7-10-76

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

AFINP

9 AUG 1943

*blue*

DECLASSIFIED  
BY WJH/HAC  
DATE 2 Aug 43  
INITIALS WJH

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF

SUBJECT: Strange B-17's.

1. Your comment on General Arnold's log concerning London Cable No. W-2483 (Come-In No. 20623) directed that confirmation of number of strange B-17's joining our mission be confirmed.

2. Cable has now been received, Come-In No. 22776, reporting that nine such aircraft joined our First Wing. Source of supply is believed to be crashed aircraft.

*W.B. Kinggold*  
for  
*A. Col. H. C.*

EDGAR P. SORENSEN  
Brigadier General, U. S. Army  
Assistant Chief of Air Staff,  
Intelligence

*221 26 5501 221*

*File Max*

*File Aug 43*



203

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*air ab 5501 221*

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DECLASSIFIED  
DDO #75  
8 Jan. 8 20 June 1974  
By *NAJ* / *MLJ* / *LC* Date *7-10-76*

AFINP

13 AUG 1943

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DECLASSIFIED  
*CG*  
*2 Aug 43* *Wulf*

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF

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EDGAR P. SORENSON  
Brigadier General, U. S. Army  
Assistant Chief of Air Staff,  
Intelligence

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*in 245-21 (22)*

~~CONFIDENTIAL~~  
DECLASSIFIED

DECLASSIFIED  
DOO HQ  
8 Jan & 20 June 1974  
By: A111/H11 LC, Date 7-10-76

SUBJECT: Lost Plane Procedure.

TO: Air Transport Command - ATTN: Major Grevenberg  
FROM: Air Adjutant General.

Date 27 July 1943  
Comment No. 5  
EAB/hbm/71126

Air 0844531 918

Forwarded per telephone conversation this date (Lt. Col. Hewitt - Major Grevenberg).

E. A. BRADNAS,  
Captain, A. G. D.,  
Assistant Air Adjutant General.

Incls.  
n/c

Dispatched  
27 JUL 1943  
AAG

HEADQUARTERS - ARMY AIR FORCES - COORDINATION			
NO.	DATE	BY	REMARKS

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*File @ 27 Aug 43*

Air 0844531 (918)

DECLASSIFIED  
DOO Hrs  
8 Jan & 20 June 1974  
By 1114 LC Date 7-10-76

Progress in Refining and Improving Transport Carrier Aircraft

Deputy Chief of the Air Staff 11 Aug 1943  
Asst C/AS, OCR (Requirements Division) Major Feeney/ps 72150

1. Beginning with the 126th article of Douglas Long Beach contract #20669, which was delivered March 27, 1943, all C-47A aircraft are equipped with paddle type propellers.
2. The supply and distribution of armor crew suits is based on the requirements from each overseas theatre. The Eighth Air Force is first priority and its requirements will be completed and ready for shipment by 10 September 1943. The Twelfth Air Force has second priority and their requirements will be supplied after the requirements of the Eighth Air Force have been met. Third priority is for all other theatres. Inasmuch as crew armor suits are being shipped directly to the theatres for distribution, Troop Carrier units will be equipped from supplies of crew armor suits on hand in the theatres.

1 Incl n/c  
MERVIN E. GROSS  
Colonel, Air Corps

Troop Carrier Branch \_\_\_\_\_

*File  
OK  
7/30/43*

*PAK 452.1 (917) B*

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- 3 - *air 452.1 (917) B*

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DOO Hrs  
8 Jan & 20 June 1974  
By 1114 LC Date 7-10-76

Progress in Refining and Improving Transport Carrier Aircraft

Deputy Chief of the Air Staff 3 Aug 1943  
Asst C/AS, OCR (Requirements Division) 2 (cont'd)  
Major Feeney/ps 5652

3. The paddle type propeller has been tested for glider towing and has proven superior to the conventional propeller. Beginning with article 126 contract #20669 Douglas, Long Beach factory, C-47 will have paddle type propellers as standard equipment and where practicable will be substituted for conventional type propellers on all existing C-47's. The advantage of paddle type propellers over conventional propellers are namely:
  - a. Better cooling on ground, during take-offs, and at cruising speeds.
  - b. The increased cooling permits towing two CG-4A gliders with C-47 type aircraft within allowable temperature limits.
  - c. A slight increase in forward thrust, helpful in take-offs with gliders in tow.

4. At present, no steps are being taken to provide protective armor and leak proof tanks for Troop Carrier Aircraft in accordance with General Arnold's personal directive.

5. Routing and Record Sheet, "Crew Armor Suits", dated 14 July 1943, indicates a definite requirement for issue of crew armor suits to each crew member on Troop Carrier aircraft. It further recommends that when subject equipment is made available that same be issued as an article of airplane equipment, prior to departure for an overseas theatre.

1 Incl  
by R/R, dtd 14 Jul 43  
subj "Crew Armor Suits"  
MERVIN E. GROSS  
Colonel, Air Corps

Troop Carrier Branch \_\_\_\_\_

TO: Operations, Commitments & Requirements - (Requirements Division) DATE 6 August 1943  
FROM: Deputy Chief of the Air Staff. COMMENT NO. 3  
MAL/mig/5265

1. Note General Hall's queries on the margin of Par. 3 and 5, above comment.
2. It is directed that more specific information be furnished reference the items mentioned with the least practicable delay.

Dispatched  
6 A. 31943  
RMS

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MILLARD A. LIBBY, Colonel, G. S. C., Secretary of the Air Staff.  
*File  
OK  
8/25/43  
(917) B*

Incl. n/c

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DDO Hqs  
8 Jan & 20 June 1974  
By: VAJ/HLIC Date: 7-10-76

Progress in Refining and Improving Transport Carrier Aircraft

TO: Deputy Chief of the Air Staff

Date 3 Aug 1943

FROM: Asst C/AS, OCR (Requirements Division)

Comment No. 2  
Major Feeney/ps 5652

1. Transports in use by Troop Carrier Units are mainly C-47, C-50, C-53 and C-60. The C-47 with cargo door has proved superior because it readily meets tactical requirements. The C-50, C-53, C-60 have passenger doors which reduces efficiency in tactical employment. The limited number of C-60 type aircraft used in the Southwest Pacific developed structural failures due to the rough usage which was encountered. At present, the C-47 is used almost exclusively in tactical Troop Carrier operations and has proved very satisfactory.

2. A new report on Requirements Military Characteristics for Transports is being submitted to Asst C/AS, MARD. The improvements desired are as follows:

- a. An increase in weight and troop carrying capacity.
- b. Increase in cruising speed.
- c. Longer range with built-in tanks.
- d. Increase in minimum required altitude.

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DDO Hqs  
8 Jan & 20 June 1974  
By: VAJ/HLIC Date: 7-10-76

Crew Armor Suits

Asst C/AS, OCR (Requirements Division, TCS)

14 July 1943

Asst C/AS, OCR (Troop Carrier Branch)

5  
Major Rish/ps 72811

1. There is a definite requirement for crew armor suits to be used in Troop Carrier Aircraft.
  - a. Pilot - Full West, Tapered Sporan
  - Co-Pilot - Full West, Tapered Sporan
  - Navigator - Full West, Tapered Sporan
  - Radio Operator - Full West, Tapered Sporan
  - Crew Chief - Full West, Tapered Sporan
2. The I Troop Carrier Command has been advised of the location of the armored suits and has been asked to submit further recommendations to this branch.
3. It is recommended that these armored suits be issued on basis of crew position as an article of airplane equipment prior to departure to an overseas theater.
4. This branch concurs with priority recommendation paragraph 4, comment number 3.

7 Incls  
n/c

WILLIAM J. BELL  
Colonel, Air Corps

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Incl # 5

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DDO TRS

8 Jan & 20 June 1974  
By: NSA/ISS/AC, Date: 7-10-76

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**DECLASSIFIED**

**Progress in Refining and Improving Transport Carrier Aircraft**

**Assistant Chief of Air Staff, Operations, Commitments and Requirements.**

**24 July 1943**

**Deputy Chief of the Air Staff.**

**WH:JT 5246**

General Arnold is quite concerned about progress being made in refining and improving transport aircraft for Troop Carrier operations, including glider towing. It is directed that a report be rendered by comment hereon covering particularly the following points:

- a. What are we doing in the way of improving the propellers on transport aircraft to make them better tow planes?
- b. Are any steps being taken to provide protective armor and leak proof tanks for the pilot of Troop Carrier aircraft?

**WILLIAM E. HALL,**  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff

*air AB 452-1 (916) B*

Dispatched  
20 JUL 1944  
AAG

**CONFIDENTIAL**

*File  
@ 25 July 43*

*air AB 452-1 (916) B*



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8 Jan. & 20 June 1974  
By SA/ML/MLC Date 7-10-76

Winterization of Aircraft

Deputy Chief of Air Staff, THRU: OGR Requirements Division

8 August 1943

AC/AS, MND, Materiel Division

3 (Cont'd)

WNC:dms - 71500

7. It is therefore the opinion of the Materiel Command that the proposed method of winterization described above will furnish an airplane capable of operating in all temperate or tropical theatres without compromising the airplane, and at the same time, be capable of moving to or through arctic or sub-arctic regions with incorporation of only minor modifications.

8. Immediate approval is requested in order that necessary directives can be furnished to the Materiel Command to put the above plan into effect.

E. W. CHIDLAW,  
Brig. General, U.S.A.,  
Chief, Materiel Division.

CONCURRENCE:

Deputy Chief of Air Staff \_\_\_\_\_

AC/AS, OGR, Require. Div. \_\_\_\_\_

3 Incls.

- Incl #1 - n/a
- Incl #2 - Cy List items to be retained.
- Incl #3 - Cy BAR to this office from Dir/Nil Req., Mar 4, 1943, w/incl.

Note (Requirements Division, ACAS OGR)—Concur in above and recommend approval with following exceptions:

a. Paragraph 2, Item 11a—Carburetor air thermometer is not properly listed as a winterization item. They are required in all combat and cargo aircraft to prevent damage to engines and to enable pilot to extract maximum horsepower without danger of insuring detonation.

b. Paragraph 2, Item 21—Electric suit rheostats cannot be considered a special winterization item peculiar to any one latitude. Such rheostats must be retained as standard equipment in all aircraft wherein crews wear electrically heated flying suits.

Approved with exceptions as indicated in above note from Requirements Division, ACAS, OGR:

MERVIN E. GROSS  
Colonel, Air Corps  
Chief, Requirements Division

/s/ EDWIN S. PERRIN  
Deputy Chief of Air Staff

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## Winterization of Aircraft.

Deputy Chief of Air Staff, THRU: OCR, Requirements Division 9 August 1945

AC/AS, MMD, Materiel Division

3  
BWC:das - 71500

1. As a result of the directive in Comment No. 1, the present winterization directive was analyzed by the Engineering and Production Divisions of the Materiel Command with a view of eliminating all winterization items from those aircraft not allocated to theatres demanding winterization, that would compromise in any way the operation of aircraft in normal or tropical operation, or which would require removal prior to being ferried to normal or tropical theatres. The production line items remaining are in the nature of engineering advances which, while not detrimental to normal operation, are readily adaptable to ready winterization. For example, it is just as easy to install low temperature hose capable of minus 70 degrees to plus 180 degrees as regular hose at a very minor increase in dollar cost. It is likewise just as easy to furnish ANG-3 control bearing lubricants and hydraulic oils which will function equally satisfactorily in cold, temperate or tropical theatres. Many of the remaining items as listed in Inclosure #2 are of similar nature with some of the specified requirements, such as cabin heat temperatures, etc., being joint Army-Navy-British standardization features. The items listed on Inclosure #2 are forwarded recommending concurrence.

2. As a result of the above-mentioned study by the Materiel Command, the following items on the current directive are recommended to be deleted from factory production as possibly compromising the airplane for normal operations:

ITEM NO.

- 2 d. Omit requirement for drain cock on the bottom of oil radiator and substitute drain plugs (The drain cock is readily installable in place of the drain plug and will be installed in modification centers on northbound aircraft).
- 7 a. Omit requirement for carburetor heat on turbo supercharged airplanes only (to be installed in modification centers on northbound aircraft only).
- 11 a. Omit requirements for carburetor air thermometers on all except turbo supercharged airplanes. All others will have provisions (thermometers to be installed in modification centers on northbound aircraft only).
- 15. Omit requirements for pressure transmitters (diaphragm type) on all airplanes. Gauge fitting (No. 43A14984) to be installed for filling oil pressure gauge lines with light oil (transmitters to be installed at modification center on northbound aircraft only).
- 21. Omit requirement for electric suit rheostats on bomber and cargo aircraft (not now required on fighter and single-engine attack) where A-N-B Standard cabin heat requirement of plus 10 degrees Fahrenheit is met at crew stations. Wiring to rheostats to be re-

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## Winterization of Aircraft.

Deputy Chief of Air Staff, THRU: OCR, Requirements Division 9 August 1945

AC/AS, MMD, Materiel Division

3 (Cont'd)  
BWC:das - 71500

tained. (Rheostats to be installed at modification centers on northbound aircraft only)

- 27. Omit requirement for pamphlet on Arctic Operations (Technical Order 01-1-87) and all pre-flight, flight and post flight instructions on production airplanes (pamphlet and necessary instruction manuals to be furnished at modification centers on northbound aircraft only).
- 3. In consideration of this situation, it is desired to point out that those winterization items which the theatre commanders have objected to in the past as being detrimental in temperate and tropical operations were to a very great extent deleted from the winterization program in the spring of this year, with the resultant saving of labor and material. Since this new directive was not effective until late in April, 1945, there were some airplanes coming out of production with these items installed possibly as late as June. These items are listed below:
  - a. Oil cooler shutters.
  - b. Radial engine push rod lagging.
  - c. Lagging of oil lines and tanks.
  - d. Permanently installed immersion heaters.
  - e. Full closing engine cowl flaps.
  - f. Light oil in pressure gauge lines.
  - g. Wing de-icers on fighter and single-engine aircraft.
  - h. Propane priming.
  - i. Propeller feed chutes.
  - j. Special spark plugs.
- 4. Due to the minor nature and small number of the items recommended for deletion in Paragraph 2, after due consideration it is considered most feasible to install them at modification centers or at the jump-off stations where specialized equipment is installed on northbound airplanes. The charts mentioned in Comment No. 2 do not give the complete information required by the Materiel Command as a basis for preparing these kits, as they give only the ultimate destination of the aircraft. It is necessary to know, in addition to those actually assigned to arctic or sub-arctic stations, the approximate number of aircraft by type which

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Winterization of Aircraft.

Deputy Chief of Air Staff, THRU: OCR, Requirements Division

9 August 1943

AC/AS, MMD, Material Division

3 (Cont'd)  
BWC:dms - 71500

will be flown through these regions during the months of October through March en route to their ultimate destination. Such an estimate was given to this office by the Director of Military Requirements, a copy of which is attached as Inlosure #8.

5. General Arnold stated in conference that he felt the allocations of aircraft to the theatres where winterization is mandatory were sufficiently stabilized to permit assignment of aircraft models to certain factories where winterization would be a production line accomplishment, leaving the remaining factories free to proceed without the necessity of incorporating winterization, thus saving man hours and material. This system was given very careful study. However, after due consideration by the Chiefs of the Engineering and Production Divisions, and by General Branshaw personally, it was felt that installation of the necessary winterization items at the modification center or jump-off point represented a far more certain and satisfactory, and ultimately less expensive, method of securing the necessary winterized aircraft. In corroboration of this idea, these factors are to be considered:

a. Allocations, while becoming more stabilized, are still subject to certain fluctuations to meet emergency situations.

b. Factory production schedules due to circumstances such as unpredicted material shortages, or more particularly, the current man-power situation, causes certain fluctuations in actual production versus factory production schedules.

In some of the aircraft model and series studied, the number demanding winterization was such that it partially over-flown from one factory into another factory line, causing that line to be partially winterized and partially unwinterized. This same situation is also true in certain single line factories, such as the Bell P-39 and Lockheed P-38.

6. One of the major criticisms leveled against the Material Command in recent years was the failure to insure adequate winterization during the winters of 1942 and 1943. This resulted in the rather drastic complete winterization program under which we are now working by direction of the AC/AS, OCR. This directive states that all combat aircraft and all transport aircraft, C-60 and larger, shall be capable of operations at temperatures down to minus 65 degrees Fahrenheit. It should be noted that referring to Paragraph 3 above, a great amount of the materials used and man hours involved have been saved by deletion of the items listed and finding better ways of accomplishing the same results. Criticisms have been noted that stocks of these items removed from the aircraft prior to departure to normal or tropical theatres were piling up in such places as Miami, Natal, etc. These will not continue to pile up simply because such items are not in the airplanes any longer that are being winterized under the current program.

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DDO Irs.  
8 Jan. & 20 June 1974  
MHS/HH AC Date 7-10-74

HEADQUARTERS ARMY AIR FORCES  
ROUTING AND RECORD SHEET

TALLY NO. [ ]  
FILE NO. [ ]  
DECLASSIFIED

SUBJECT: Winterization of Aircraft.

TO: AC/AS, Operations, Commitments & Requirements  
FROM: AC/AS, Plans.

DATE 6 AUG 1943  
COMMENT NO. 2  
WMB/tmh/74055

CONTINUED

- All Latin American countries.
- Australia.
- New Zealand.
- All Netherlands aircraft except those destined for the Medium Bomber squadron in the U. K.
- China.
- French Army.

*El Langmead*  
for L. S. KUTER  
Brigadier General, U. S. A.  
wms.

TO: AC/AS, Materiel, Maintenance and Distribution.  
FROM: AC/AS, Operations, Commitments and Requirements.

DATE 9 August 1943  
COMMENT NO. 3  
JJO'S/jit/74381

- With reference to paragraph 2, Comment #2, attention is called to attached copy of R/R, same subject, addressed to the AC/AS, M.M.&D., dated 27 July 1943.
- In connection with the revision of the winterization program, Lt. Col. Hockett of Production Engineering Section, M.M.&D. has informally stated that his Division has the schedule of delivery of aircraft to Lend-Lease recipient nations.

1 Attach  
cy R/R dtd 7-27-43,  
same subj as abv

H. M. McCLELLAND  
Brigadier General, U. S. A.

Requirements Division  
Allocations & Programs Division

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PAGE 3-1109 A.F.

DECLASSIFIED  
DDO Irs.  
8 Jan. & 20 June 1974  
MHS/HH AC Date 7-10-74

HEADQUARTERS ARMY AIR FORCES  
ROUTING AND RECORD SHEET

TALLY NO. [ ]  
FILE NO. [ ]  
DECLASSIFIED

SUBJECT: Winterization of Aircraft.

TO: AC/AS, Plans,  
Operations, Commitments & Requirements,  
Materiel, Maintenance and Distribution.  
FROM: Deputy Chief of the Air Staff.

DATE 21 July 1943  
COMMENT NO. 1  
ESP/cmc/6371

- At a conference with General Arnold on July 19th, instructions were issued to stop the 100% winterization of aircraft being produced in the factories.
- In order to accomplish this, it will be necessary for Plans to notify MMBD as far in advance as possible the percentage of each type of aircraft that are allotted to tropical theaters and therefore will not require winterization. *This will probably have to be on a month by month basis*
- Please advise this office of the action taken in order that General Arnold may be informed.

*Ed*  
EDWIN S. FERRIN,  
Brigadier General, U. S. A.,  
Deputy Chief of Air Staff

To: AC/AS, Operations, Commitments & Requirements  
From: AC/AS, Plans

Date 6 AUG 1943  
Comment No. 2  
WMB/tmh/74055

- Noted.
- It is requested that the Assistant Chief of the Air Staff, M M & D be provided with a schedule of those aircraft not requiring winterization.
- Those aircraft will be the aircraft scheduled for delivery to the following theaters:
  - India - China.
  - South Pacific.
  - Southwest Pacific.
  - Central Pacific.
- The schedule should include Lend-Lease aircraft for the following beneficiary nations. (Information obtainable from Munitions Assignments Committee (Air) Secretariat.)

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3-1109 A.F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

HQ. AAF  
6 - AUG 1943  
OC & R MAIL SECTION

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DDO HRS

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8 Jan 47/20 June 1974  
By: ALE/HLL/IC Date: 7-10-96

DECLASSIFIED

SUBJECT: Winterization of Aircraft.

TO: AC/AS, Materiel, Maintenance, and Distribution.

DATE 27 July 1943

FROM: AC/AS, OC&R, Allocations and Programs Division.

COMMENT NO. 1  
JJO'S/jit/74381

1. Attention is invited to copy of R/R from the Deputy Chief of Air Staff, same subject as above, dated 21 July 1943, with particular reference to paragraph 2, thereof.

2. The monthly aircraft allocation charts, prepared by this Division covering allocations for a period of one year, is the best prognostication, at the time the charts are prepared, as to the possible distribution of aircraft by theaters. These charts clearly indicate the percentage of each type of aircraft that are allotted to tropical theaters and, therefore, will not require winterization.

3. These charts are revised monthly, based on aircraft availability reports prepared in your Division.

4. Lt. Colonel H. E. Hockett of Production Engineering Section, Production Division, AC/AS, M.M.&D. is being placed on the distribution lists for these charts.

1 Attach.  
by R/R dtd 7/21/43  
fr Dputy C/AS, same  
subj as abv.

O. P. WYLAND  
Colonel, Air Corp

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Attach #1

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DDO #15

8 Jan. & 20 June 1974  
A-111111 AC, Date 7-10-76

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Winterization of Aircraft.

AC/AS, Plans,  
Operations, Commitments & Requirements,  
Material, Maintenance and Distribution.

21 July 1943

1

Deputy Chief of the Air Staff.

HSP/ama/6371

1. At a conference with General Arnold on July 18th, instructions were issued to stop the 100% winterization of aircraft being produced in the factories.

2. In order to accomplish this, it will be necessary for Plans to notify HSPD as far in advance as possible the percentage of each type of aircraft that are allotted to tropical theaters and therefore will not require winterization. *This will probably have to be on a month by month basis.*

3. Please advise this office of the action taken in order that General Arnold may be informed.

ERWIN S. FERRIS,  
Brigadier General, U. S. A.,  
Deputy Chief of Air Staff

Dispatched  
22 JUL 1943  
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Plans for a Suitable Low Altitude Fighter.

Asst. Chief Air Staff, Operations, Commitments, & Requirements.

12 Aug. 1943

Deputy Chief of Air Staff

ESP/gnd/OSV1

1. General Arnold and General Giles do not desire a new model fighter, specifically designed for low altitude.
2. It is felt that a study should be started and plans made to convert a late model P-51 to an "on the deck" fighter by removing the second stage supercharger and other equipment, like oxygen, heat, etc., which is not needed at low altitudes.
3. The plan and paper work should be advanced to such a stage that if and when "on the deck" fighters are necessary, the conversion (or diversion) can be started immediately.

4521  
9/4

Dispatched  
13 AUG 1943  
RMS

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

Encl:  
Memo, 7/23/43, from Gen.  
McClelland to Gen.  
Giles, subj: P-51's.

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@ 13 Aug 43

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8 Jan & 20 June 1974  
By AL-11141C Date 7-10-76

**Plans for a Suitable Low Altitude Fighter.**

**AG/AS, Operations, Commitments and Requirements.**

**21 July 1943**

**Deputy Chief of the Air Staff,**

**1**

**ESP/one/6371**

1. In a conference with General Arnold the other day, it was decided to make plans for a suitable low altitude fighter. It was brought out that a P-41 with a "scraped up" low altitude engine (2nd stage super-charger removed) should have excellent performance.
2. It is directed that plans be made for this conversion in order that it may be immediately adapted in case of necessity.
3. Please advise this office of the progress of this plan.

Copy to: AG/AS, Material,  
Maintenance & Distribution.

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

Dispatched  
24 JUL 1943  
AAG

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HEADQUARTERS ARMY AIR FORCES

10 June 1974  
10-76  
10-10-76

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

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SUBJECT: Conversion of B-38's.

TO: AC/AS, Operations, Commitments and Requirements.

DATE 21 July 1943

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 1  
ESP/cmc/6371

1. In a conference the other day, General Arnold directed that the B-38 be engineered to a fighter escort airplane. Apparently, the production of this escort cannot start until April or May of 1944. In the meantime, steps should be taken to improve the modified B-24 fighter escort.

2. Please advise this office of the action taken on the above and the results of tests on the modified B-24.

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

TO: Deputy Chief of the Air Staff

DATE 30 Jul 43

FROM: Asst C/AS, OGE, Bombardment Branch

COMMENT NO. 2  
Lt.Col. Summerfelt/ls/72485

1. Reference Item 1, the following action has been taken and information pertaining to the modified B-24 is submitted.

2. The Materiel Command was given a preliminary "go ahead" directive in July 27. A directive establishing military characteristics and installations desired therein will be forwarded upon completion of conference at Wright Field, to be held on July 28.

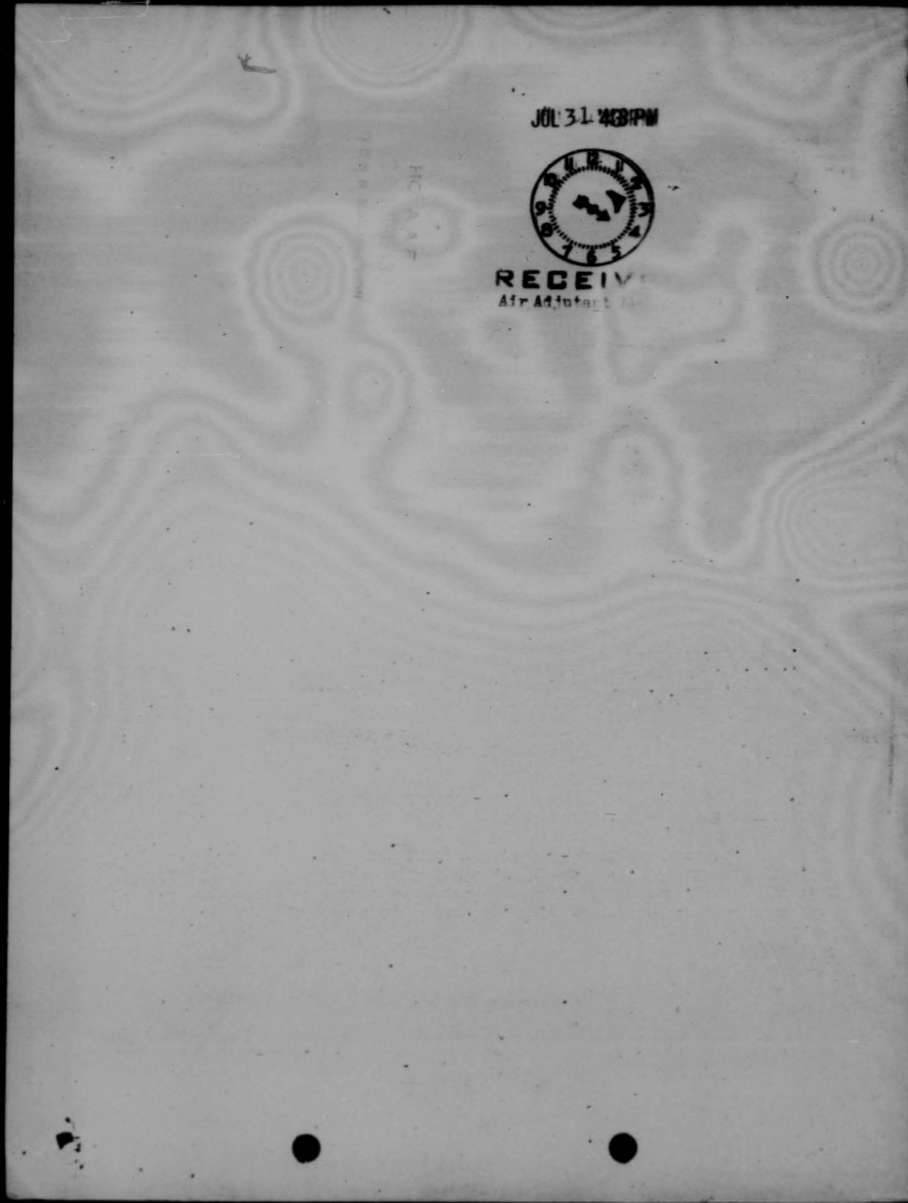
3. Attached herewith is the final report on "Test of Operational Suitability of B-24D Airplane with Special Armament", by Proving Ground Command, dated 28 June 1943. Note conclusion on page one. Since all B-24K type airplanes are now receiving similar armament installations, and B-24D will receive similar installations in August, it is believed that these airplanes should prove very effective.

4. In regard to the improvement of the B-24 escort bomber, it is believed that this can be accomplished and still permit satisfactory operations to 27,000'. However, it is believed an insufficient ammunition supply will be provided. By substituting the below listed possible additional engine armor for ammunition, 1000 rounds per gun could be provided. This still appears to be insufficient for

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HEADQUARTERS ARMY AIR FORCES  
ROUTING AND RECORD SHEET

TALLY NO.   
 FILE NO.

DECLASSIFIED

SUBJECT: Conversion of B-38's

TO: Deputy Chief of the Air Staff

FROM: Asst C/AS, OGR, Bombardment Branch

DATE 30 Jul 43

COMMENT NO. 2 Cont.  
Lt.Col.Summerfelt/ls/72485

the escort mission, since 800 rounds per gun will be provided standard heavy bombers. Noting the performance of the B-24D when loaded under conditions specified in paragraph 6c, page 2, attached report, it is believed that the substitution of the following armament, additional ammunition, etc. for the 6000# bomb can be accomplished without appreciable loss of performance providing a desirable center of gravity position range can be maintained.

5. Additional equipment necessary for conversion to Bomber Escort.

a. Martin upper turret or equal complete with ammunition cans, guns and armor.	600#
b. 5,230 rounds ammunition in addition to that already provided. This will provide 800 rounds per gun for twelve (12) guns.	1,562#
c. Additional ammunition cans.	200#
d. Additional miscellaneous installations - oxygen, turret structure, etc.	400#
e. Possible additional engine armor, 200# per engine.	800#
f. Additional 470 gallons fuel to provide 2,850 gallons total.	2,820#
	6,382#
Weight airplane condition IIA without bombs.	56,980#
Total Take-off Gross	63,362#

6. The modified B-41 escort fighter version of the B-24 has just arrived at Eglin Field and tests will be begun immediately. A full report will be rendered to you as soon as received.

M & E SECTION *Ric*

1 Incl  
AAFFGC Rpt Ser #4-43-19  
6/28/43

*Alfred R. Maxwell*  
ALFRED R. MAXWELL  
Colonel, Air Corps  
*Max*

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PAGE 2

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DDO 88s  
8 Jan. & 30 June 1974  
By: 111111 LC Date: 7-10-74

PROOF DEPARTMENT  
ARMY AIR FORCES PROVING GROUND COMMAND  
EGLIN FIELD, FLORIDA

FINAL REPORT

ON

TEST OF OPERATIONAL SUITABILITY OF B-24D AIRPLANE WITH  
SPECIAL ARMAMENT

Serial No: 4-43-19 No. of Pages: 4 Date: 28 June 1943

*Dudley W. Watkins*  
DUDLEY W. WATKINS,  
Colonel, Air Corps,  
Chief, Proof Department.

APPROVED:

*Grandison Gardner*  
For GRANDISON GARDNER,  
Brigadier General, U. S. Army,  
Commanding.

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1. OBJECT:

To determine the operational suitability of the B-24D airplane equipped with the Emerson nose and tail gun turrets and a Sperry ball turret.

2. INTRODUCTION:

This test was requested in telegram ENG-TWX929 dated May 5, 1943, from Materiel Command, Wright Field, Dayton, Ohio, to Commanding General, Army Air Forces Proving Ground Command, Eglin Field, Florida.

a. Description.--The article tested was a modified B-24D airplane, No. 41-24185. This airplane was equipped with Emerson nose and tail turrets, a Briggs retractable ball turret in the belly, a Martin upper turret, and two (2) hand held waist guns.

3. CONCLUSION.--It is concluded that:

The article tested is operationally suitable and is the best operational heavy bombardment airplane yet tested by the Army Air Forces Proving Ground Command.

4. RECOMMENDATIONS.--It is recommended that:

The airplane as tested at Eglin Field be put into production as soon as possible and that the following changes be incorporated:

a. Armament changes as recommended by Machine Gun and Cannon Section, S.T. No. 2-43-53. (Attached as Inclosure 4.)

b. Bombing equipment changes as recommended by the Bombing Section, S. T. No. 1-43-34. (Attached as Inclosure 5.)

5. RECORD OF TEST:

The test was conducted according to the attached copy of "Program for Test of Operational Suitability of B-24D Airplane No. 41-24185, which has the Emerson Nose Turret Installed," this headquarters, dated 3 June 1943.

Serial No.: 4-43-19  
No. of Pages: 4  
Page No.: 1

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6. DISCUSSION:

a. The airplane was first flight tested with full combat crew of ten (10) crew members, twenty-three hundred (2300) gallons of gasoline, and full load of machine gun ammunition. (No bombs.) The airplane took off in approximately three thousand (3,000) feet. It was found that approximately four (4) degrees nose up stabilizer was needed to crack the nose wheel from the ground and accomplish an easy take-off. The airplane was very stable in the climb, and climbed at one hundred sixty (160) MPH indicated at seven hundred (700) feet per minute with a power setting of forty-five (45) inches of Hg. and twenty-five hundred (2500) RPM. The airplane was leveled off at ten thousand (10,000) feet at a power setting of thirty-two (32) inches Hg. and twenty-two hundred (2200) RPM. The airplane flew in a slightly nose down attitude with an indicated air speed of one hundred eighty (180) MPH. The airplane was very stable, pleasant, and easy to fly. The Briggs retractable ball turret in the belly was lowered. This slowed the airplane approximately three (3) MPH and seemed to cause the airplane to fly a little more in the nose down attitude. It was almost impossible to notice any difference in the flying characteristics of the airplane with the turret retracted or extended. The turret was retracted and a landing made. The airplane was a little nose heavy on the landing and about eight (8) degrees nose up stabilizer was used to hold the nose wheel off the ground.

b. The airplane was not flown with Loading No. 1 Conditions A or B (see Inclosure 2), due to the fact that the auxiliary outboard wing fuel tanks were leaking.

c. The airplane was flown with Loading No. 2 Condition A. (See Inclosure 2.) The take-off was accomplished in approximately three thousand five hundred (3,500) feet with half flaps and a power setting of forty-nine (49) inches Hg. and twenty-seven hundred (2700) RPM. The airplane was flown to twenty-nine thousand (29,000) feet indicated altitude. (See Inclosure 3 for flight data.)

d. The airplane is unstable at twenty-nine thousand (29,000) feet indicated altitude, but flies satisfactorily at twenty-eight thousand (28,000) feet indicated altitude. (See Inclosure 3 for performance data at twenty-eight thousand (28,000) feet indicated.)

e. The airplane was then flown with Loading 2 Condition B. (See Inclosure 2.)

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Serial No. 4-43-19  
No. of Pages: 4  
Page No.: 2

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f. The airplane took off in approximately four thousand (4,000) feet with half flaps, forty-nine (49) inches Hg. and twenty-seven hundred (2700) RPM. The airplane was flown to twenty-six thousand five hundred (26,500) feet indicated altitude. (See Inclosure 3 for flight data.) The airplane is unstable at twenty-six thousand five hundred (26,500) feet indicated altitude but flies satisfactorily at twenty-five thousand (25,000) feet indicated. (See Inclosure 3 for performance data.)

g. Under all loading conditions flown the airplane was very stable, easy, and pleasant to fly. There was no appreciable loss of speed between this airplane and the standard B-24D airplane with the Briggs retractable turret either in the extended or retracted position.

7. INCLOSURES:

- Incl 1 - Test Program S.T. 4-43-19.
- Incl 2 - Weight and Balance Chart.
- Incl 3 - Flight Data.
- Incl 4 - Final Report S.T. 2-43-53. W/O Incls.
- Incl 5 - Final Report S.T. 1-43-24. W/O Incls.

Serial No.: 4-43-19  
No. of Pages: 4  
Page No.: 3

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 8 Jan. & 20 June 1974  
 By NAJ/1111 LC Data 7-10-76

Prepared by: G. R. Montgomery  
 G. R. MONTGOMERY,  
 Lt. Col., Air Corps,  
 Chief, Operational Section.

Concurred in: H. S. Britt  
 H. S. BRITT,  
 Capt., Air Corps,  
 Group Test Officer.

Approved by: J. O. Guthrie  
 J. O. GUTHRIE,  
 Lt. Col., Air Corps,  
 Chief, Testing Branch.

DISTRIBUTION:

- 7 cys - C.G., Army Air Forces, Requirements Div.,  
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- 2 cys - C.G., Army Air Forces Materiel Command,  
 Attn: AMO Projects Office, Exp. Engr. Section,  
 Wright Field, Dayton, Ohio.
- 1 cy - Chief, Field Services, Attn: Col. Paul S. Shanahan,  
 Fatterson Field, Ohio.
- 5 cys - C.G., Army Air Forces School of Applied Tactics,  
 Orlando, Florida.
- 1 cy - P. D. File.

Serial No.: 4-43-19  
 no. of Pages: 4  
 Page No.: 4

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 8 Jan. & 20 June 1974  
 By NAJ/1111 LC Data 7-10-76

PROOF DEPARTMENT  
 ARMY AIR FORCES PROVING GROUND COMMAND  
 EGLIN FIELD, FLORIDA

3 June 1943

SUBJECT: Program for Test of Operational Suitability of  
 B-24D Airplane No. 41-24185 which has the Emerson  
 Nose Turret Installed. (S. T. 4-43-19)

TO: Commanding Officer, 1st Proving Ground Group,  
 AAFPGC, Eglin Field, Florida.

1. GENERAL:

a. Description.--The article to be tested is a  
 standard B-24D airplane equipped with an Emerson nose and  
 tail turrets, a retractable ball turret in the belly, a  
 Martin nose turret, and two (2) hand held waist guns.

This is a FIRST PRIORITY service test.

c. This test was requested in telegram ENG-TWX929  
 dated May 5, 1943, from Materiel Command, Wright Field,  
 Dayton, Ohio, to Commanding General, Army Air Forces Proving  
 Ground Command, Eglin Field, Florida, reference: operational  
 reliability and functional suitability of armament and bomb-  
 ing installations prior to combat.

d. Lt. Colonel Guilford R. Montgomery is desig-  
 nated as the Tactical Combat Section Project Officer for  
 this test.

e. Captain Henry S. Britt is designated as the  
 1st Proving Ground Group, AAFPGC, Test Officer for this  
 test.

2. OBJECT:

To determine the operational suitability of the  
 modified B-24D airplane which has the Emerson nose and tail  
 turret installed.

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~~C O N F I D E N T I A L~~

3. METHOD OF CONDUCTING TEST:

a. B-24D, No. 41-24185, will be used for all tests.

- (1) The airplane will be flight tested with full combat crew, full load of ammunition (no bombs), and two thousand three hundred (2,300) gallons of gasoline. Special attention will be paid to the airplane's landing and take-off characteristics, the airplane's level flight characteristics at desired cruising conditions, and the differential in speed with ball turret extended and ball turret retracted.
- (2) The airplane will be flight tested with six (6) one thousand (1,000) pound bombs, full combat crew at battle stations, full load of ammunition, and two thousand three hundred (2,300) gallons of gasoline. The airplane will be flown to service ceiling with retractable turret in the extended position. The airplane will be flown at various altitudes with various power settings to determine the best operating altitude and power setting. Special attention will be paid to the level flight characteristics, and the landing and take-off characteristics with this load.
- (3) The airplane will be flight tested with eight (8) one thousand (1,000) pound bombs, full combat crew at battle stations, full ammunition load, and two thousand three hundred (2,300) gallons of gasoline. The airplane will be flown to service ceiling with the retractable ball turret in the extended position. The airplane will be flown at various altitudes with various power settings to determine the best operating altitude and power settings. Special attention will be paid to the level flight characteristics and to landing and take-off characteristics.

2

~~C O N F I D E N T I A L~~

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4. RECORDS:

a. Complete records of all flights will be kept by the Project Officer in the office of the Tactical Combat Section.

b. A pilot's report will be filled out after each mission.

5. REPORTS:

A final report will be prepared by the Project Officer, after a conference with all participating personnel, and submitted to the Chief of the Proof Department, through the Chiefs of the Testing Branch and Tactical Combat Section, immediately upon completion of this test.

By command of Brigadier General GARDNER:

*Dudley Watkins*

DUDLEY N. WATKINS,  
Colonel, Air Corps,  
Chief, Proof Department.

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Prepared by: G. R. Montgomery  
G. R. MONTGOMERY,  
Lt. Colonel, Air Corps,  
Project Officer.

Concurred in: Henry S. Britt  
HENRY S. BRITT,  
Captain, Air Corps,  
Group Test Officer.

Approved by: G. R. Montgomery  
G. R. MONTGOMERY,  
Lt. Colonel, Air Corps,  
Chief, Tactical Combat Section.

Approved by: J. O. Guthrie  
J. O. GUTHRIE,  
Lt. Colonel, Air Corps,  
Chief, Testing Branch.

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8 Jan & 20 June 1974

By 431/111 JC: Date 1-10-74

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ENGINEERING  
1ST PROVING GROUND GROUP  
Eglin Field, Florida

REPORT ON WEIGHT AND BALANCE  
B-24D 41-24185  
#89

Basic Weight 38,610 lbs.  
Basic Moment 11,296,300 in. lbs.  
Basic Index 39.9

Loading: I

	<u>Arm. (.50 Cal.)</u>	<u>Crew</u>
Compartment A-Nose	1300 rds 390 lbs	800 lbs (3)
Compartment B-Flight Deck		400 lbs (2)
Compartment B-Top Turret	800 rds 240 lbs	200 lbs (1)
Compartment E-Ball Turret	970 rds 291 lbs	200 lbs (1)
Compartment F-Side Gun	500 rds 150 lbs	400 lbs (2)
Compartment G-Rear Entr.	800 rds 240 lbs	200 lbs (1)
Compartment H-Tail Turret		
2800 gallons Gasoline		
156 gallons Oil		

Condition A

2 - 2000 lb bombs in fwd. bomb bay  
1 - 2000 lb bomb in rear bomb bay  
Gross Weight 65,980 lbs  
Center of Gravity 31.2% M.A.C.

Condition B

6 - 500 lb bombs in fwd. bomb bay  
6 - 500 lb bombs in rear bomb bay  
Gross Weight 65,980 lbs  
Center of Gravity 32.4 M.A.C.

Loading: II

	<u>Arm. (.50 Cal.)</u>	<u>Crew</u>
Compartment A-Nose	1300 rds 390 lbs	800 lbs (3)
Compartment B-Flight Deck		400 lbs (2)
Compartment B-Top Turret	800 rds 240 lbs	200 lbs (1)
Compartment E-Ball Turret	970 rds 291 lbs	200 lbs (1)
Compartment F-Side Gun	500 rds 150 lbs	400 lbs (2)
Compartment G-Rear Entr.	800 rds 240 lbs	
Compartment H-Tail Turret	<u>4370</u>	200 lbs (1)
2300 gallons Gasoline		
156 gallons Oil		

Inlosure 2 Page 1 of 2

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Condition A  
 2 - 2000 lbs bombs in fwd. bomb bay  
 1 - 2000 lb bomb in rear bomb bay  
 Gross Weight 62,980 lbs  
 Center of Gravity 30.8% M.A.C.

Condition B  
 2 - 2000 lbs bombs in fwd. bomb bay  
 2 - 2000 lbs bombs in rear bomb bay  
 Gross Weight 64,980 lbs  
 Center of Gravity 32.4% M.A.C.

Condition C  
 6 - 500 lbs bombs in fwd. bomb bay  
 6 - 500 lbs bombs in rear bomb bay  
 Gross Weight 62,930 lbs  
 Center of Gravity 31.7% M.A.C.

Inclosure 2 Page 2 of 2

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 DOD ICS  
 8 Jan & 20 June 1974  
 By: A11/15H JC, Date: 7-16-76

HEAVY BOMBARDMENT SECTION  
 FIRST PROVING GROUND GROUP  
 Eglin Field, Florida

May 17, 1943.

SUBJECT: Flight Data on E-24 #41-24185 with the Emerson Nose and Tail Turrets Installed.

TO: Chief, Tactical Suitability Section, Proof Department, Army Air Forces Proving Ground Command, Eglin Field, Florida.

1. Loading "1" could not be accomplished because of lacking auxiliary wing tanks. Loading "2" --condition "B" most nearly approaches loading "1" condition "A" except the c.g. is one percent further aft which may affect the ceiling of the airplane.

Loading "2" --Condition "A"  
 Took off in approximately 3500' at 1438 on May 14, 1943.  
 Ground Temp. 29°

Minutes to	Alt.	R/C	Av. I.A.S.	RPM	MP	Temp.
8.3	5000	604	158	2550	44"	
16.6	10000	604	160	2550	44"	
26.0	15000	532	160	2550	44"	
37.0	20000	455	159	2550	45"	
48.3	25000	442	157	2550	46"	
51.3	26000	333	155	2550	46"	Ball down
54.3	27000	333	152	2550	45"	-28°C
58.3	28000	250	150	2550	44"	-29°C
62.3	29000	250	150	2550	43"	-30 1/2°C

Ship is unstable at 29,000' (30,600' true) but is satisfactory at 28,000' (29,500' true), at which the following data was obtained with ball down.

MP	RPM	I.A.S.	T.A.S.
43"	2550	170	270
35"	2550	164	261
35"	2300	158	252
33"	2300	148	237
28"	2300	155	235

Not stable at this setting  
 235 at 25,000' (26,450' true) ship is stable.

Inclosure 3 Page 1 of 2

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SUBJECT: Flight Data on B-24 #41-3185 with the Emerson Nose and Tail Turrets Installed.

Loading "2"—Condition "B".

Took off in approximately 4000' on May 15, 1943.

Minutes to	Alt.	R/C	Av. I.A.S.	RPM	MP	Temp.
7.5	5000	666	160	2550	44"	-16°
16.0	10000	588	160	2550	44"	-10°
25.0	15000	555	150	2550	44"	- 2°
35.5	20000	476	150	2550	45"	-10°
50.5	25000	333	150	2550	46"	-20° ball down.
50.5	25500	50	150	2550	44.5"	-22°

Ship is unstable at 26,500' (27,800' True) but is satisfactory at 25,000 (26,200' True). The following data was obtained at altitude shown with the ball turret down.

MP	RPM	I.A.S.	I.A.S.	Alt.	
43"	2550	178	270	25,000	(26,200' True)
35"	2550	165	250	25,000	(26,200' True)
35"	2300	163	248	25,000	(26,200' True)
30"	2300	155	232	24,000	(25,150' True)
32"	2000	150	224	24,000	(25,150' True) Not quite fast enough.

Inclosure 3 Page 2 of 2

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GDD 1983  
8 Jan. & 20 June 1974  
By: 9411/1111 AC; Date: 3-16-76

PROOF DEPARTMENT  
ARMY AIR FORCES PROVING GROUND COMMAND  
EGLIN FIELD, FLORIDA

FINAL REPORT

ON

TEST OF SPECIAL ARMAMENT INSTALLATIONS IN  
B-24D AIRPLANE, NO. 41-24185.

Serial No.: 2-43-53 No. of Pages: 5 Date: 4 June 1943.

*Dudley W. Watkins*  
DUDELEY W. WATKINS,  
Colonel, Air Corps,  
Chief, Proof Department.

APPROVED: *Dudley W. Watkins*  
GRANDISON GARDNER,  
Brigadier General, U. S. Army,  
Commanding.

Incl 4

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1. OBJECT:

To determine the operational suitability and functional reliability of the subject installations.

2. INTRODUCTION:

This test was requested in a teletype EWC-TWX-929 from the Materiel Command, Wright Field, Dayton, Ohio, dated May 5, 1943, to the Commanding General, Army Air Forces Proving Ground Command, Eglin Field, Florida. The test was begun on May 10, 1943, and was concluded May 14, 1943.

a. Description.--The complete armament installation in the B-24D airplane, No. 41-24185, is as follows:

- (1) The Emerson tail turret installed in the nose of the subject airplane. (See Inclosures 2, 3 and 4.)
- (2) An Emerson tail turret installed in the tail position.
- (3) A Briggs retractable ball turret with a hydraulic retraction mechanism.
- (4) An upper Martin turret.
- (5) One (1) .50 caliber machine gun in each fixed window position.

3. CONCLUSIONS.--It is concluded that:

a. The Emerson tail turret installed in the nose of the subject airplane functions satisfactorily and with minor modifications is suitable for installation in B-24 type airplanes provided the flying and performance characteristics are not adversely affected.

b. The K-5 side window mount is more suitable than the present side window mount.

4. RECOMMENDATIONS.--It is recommended that:

a. The Emerson tail turret as installed in the nose of the subject airplane be made standard for all B-24 type airplanes, provided the flying and performance characteristics are not adversely affected and the following modifications are made:

- (1) As much of the flexible feed chute as possible be replaced by fixed feed chute.

Serial No.: 2-43-53  
No. of Pages: 5  
Page No.: 1

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- (2) Some means be incorporated to indicate when the turret is in the proper azimuth position for leaving the turret.
- (3) A manual firing mechanism of the mechanical trigger motor type be adopted rather than the present type which operates through the G-11 solenoid. The mechanical trigger motor should be foot-operated.
- (4) The hand operating mechanism be modified to give increased speed.
- (5) The gun slots be completely sealed.
- (6) The lower front section of the plexiglas dome be made removable. (See Inclosure 2a.)
- (7) The flange on top of the right ammunition box be removed.
- (8) A heavier spring be installed on the special Emerson lever that locks the bolt in the rearward position. (See Inclosure 9.)
- (9) The manual gun charger retracting spring be made stronger. (See Inclosure 10.)
- (10) Lock nuts be installed on the charger adjusting screws.
- (11) The pin in the gear that operates the safety glass in elevation be made stronger.

b. A study be made to determine whether or not increased tension on the control handles would be desirable.

5. RECORD OF TEST:

a. This test was run in accordance with the program which is attached as Inclosure 1, with the exception that on the mission where the turret was fired out in all possible combat attitudes while the bombardier was dropping the bombs, only two (2) bombs were dropped instead of the five (5), and that three (3) gunners fired two hundred (200) rounds per gun at a tow target instead of as stated in the test program.

b. The gun history charts are attached as Inclosure 5.

c. The results of the dispersions made on the boreighting range are attached as Inclosure 6.

Serial No.: 2-43-53  
No. of Pages: 5  
Page No.: 2

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d. The results of the tow target missions are attached as Inclosure 7.

e. The Materiel Division's completed questionnaire is attached as Inclosure 8.

6. DISCUSSION:

a. Although each of the installations were function fired during this test, the Emerson turret in the nose position was the only installation which was given a thorough test. The Emerson turret in the tail had been tested previously (S.F. No. 2-42-53), and only later modifications were examined. A test had just been completed on the retractable ball turret (S.F. No. 2-43-23). The Martin upper turret is a standard turret. All the side window guns had been previously tested. On the last mission all of the guns in the airplanes were fully loaded and fired simultaneously at twenty-eight thousand (28,000) feet without affecting the airplanes.

b. On the first mission one (1) gun failed because the ammunition became caught on the flexible feed chute. It is believed that as much of the flexible feed chute as possible should be replaced by fixed feed chute. It was found necessary to cut off a portion of the flexible chute at the roller where the ammunition feeds into the turret.

c. An azimuth indicator scale or some other means of aligning the turret should be incorporated so that the turret operator can open the doors of the turret without damaging the doors.

d. The present method of firing the guns manually is unsatisfactory. The foot firing mechanism converted to a lever on the back of the G-11 type solenoid results in damage to the solenoid which then comes out of adjustment while firing the guns electrically. This damage occurred after firing only a few rounds of ammunition. A manual firing mechanism similar to the Motor Products design will eliminate this condition.

e. The present hand crank gear ratio will not allow sufficient speed in tracking attacking aircraft. On a camera mission the turret was operated manually and was found that it could not be operated fast enough to track an attacking fighter plane. The elevation gear ratio was extremely poor in that a fighter ship could not be tracked at the closer ranges.

f. The gun slots were not completely sealed in the present nose turret. It is believed that a complete seal would eliminate objectionable noise and draft.

g. Approximately six (6) inches of the lower front section of

Serial No.: 2-43-53  
No. of Pages: 5  
Page No.: 3

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the plexiglas dome was cut and removed to facilitate servicing the turret. After this operation was completed the glass was replaced. (See Inclosure 2a.)

h. The flange on the top of right ammunition box should be removed. The speed of loading is greatly reduced, and it is impossible to load this box to its full capacity.

i. The spring on the lever mounted on the side of the gun for holding the bolt in the rear position is too weak. This condition allows the lever to occasionally drop down and lock the bolt in the rear position, thereby stopping the gun. (See Inclosure 9.)

j. The manual gun charger retracting spring is not strong enough to return the charging mechanism to its stowed position. This condition may result in damage to the charger mechanism when the gun is fired. It is believed that a stronger spring will correct this condition.

k. The adjusting screw mounted on the side of the gun for disengaging the manual gun charger and the bolt stud will not keep its adjustment. Misadjustment of this screw either prevents the releasing of the bolt stud or releases the bolt stud prematurely. It is believed that a lock nut on the adjusting screw will remedy this condition.

l. When the turret was first operated at this station the safety glass could not be elevated because the pin holding the elevation gear was sheared. The original pin was replaced with a stronger pin.

m. The hand control works too freely and thus causes over control of the turret. It is believed that a friction device on the control handle would make the control handle more satisfactory.

7. INCLOSURES:

- Inclosure 1 - Test Program.
- Inclosure 2 - Photographs.
- Inclosure 3 - Photographs.
- Inclosure 4 - Photographs.
- Inclosure 5 - Gun History Charts.
- Inclosure 6 - Dispersion patterns.
- Inclosure 7 - Results of Tow Target Missions.
- Inclosure 8 - Questionnaire.
- Inclosure 9 - Photographs.
- Inclosure 10 - Photographs.

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Serial No.: 2-43-53  
No. of Pages: 5  
Page No.: 4

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Prepared by: J. W. Waters  
J. W. WATERS,  
Captain, Air Corps,  
Project Officer.

Concurred in: J. G. Mac Cabe  
J. G. MAC CABE,  
Captain, Air Corps,  
Group Test Officer.

Concurred in: G. W. Mitchell  
G. W. MITCHELL,  
Captain, Air Corps,  
Group Armament Officer.

Approved by: A. J. Wheeler  
A. J. WHEELER,  
Major, Air Corps,  
Chief, Machine Gun and  
Cannon Section.

Approved by: J. O. Guthrie  
J. O. GUTHRIE,  
Lt. Colonel, Air Corps,  
Chief, Testing Branch.

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- 1 cy - Chief, Field Services, Attn: Col. Paul E. Shanahan,  
Patterson Field, Ohio.
- 5 cys - C.G., Army Air Forces School of Applied Tactics,  
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Serial No.: 2-43-53  
No. of Pages: 5  
Page No.: 5

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DDO WTS

8 Jan & 20 June 1974

By: *9-2-74* / (121) AC, Date: 7-10-74

PROOF DEPARTMENT  
ARMY AIR FORCES PROVING GROUND COMMAND  
EGLIN FIELD, FLORIDA

FINAL REPORT

ON

TEST OF BOMBING EQUIPMENT IN B-24D TYPE  
AIRPLANE, NO. 41-24185

Serial No.: 1-43-34      No. of Pages: 2      Date: 22 June 1943.

*Dudley W. Watkins*

DUDLEY W. WATKINS,  
Colonel, Air Corps,  
Chief, Proof Department.

APPROVED: *Dudley W. Watkins*

For GRANDISON GARDNER,  
Brigadier General, U. S. Army,  
Commanding.

*Incl 5*

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1. OBJECT:

To determine the operational reliability and functional suitability of the bombing installation in B-24D type airplane, No. 41-24185.

2. INTRODUCTION:

This test was authorized by teletype ENG-TM-929 from Wright Field, Dayton, Ohio, dated 5 May 1943, to the Commanding General, Army Air Forces Proving Ground, Eglin Field, Florida, reference test of operational reliability and functional suitability of armament and bombing installations in B-24D airplane, No. 41-24185.

a. Description.—The subject airplane is a standard B-24D except for the installation of an Emerson nose and tail turret. The nose turret is mounted in the top of the nose section and the bomb sight mounted beneath this installation, somewhat limiting the normal room available for the bombardier in this type airplane. A report covering the installation of this turret is contained in S. T. No. 2-43-53, this headquarters, dated 4 June 1943. The airplane was equipped with an M-series sight, the C-1 automatic pilot, standard Air Force bomb shackles and standard A-2 bomb releases. This test was begun on May 10, 1943, and was concluded on May 31, 1943.

3. CONCLUSIONS.—It is concluded that:

- a. The new position of the bomb sight installation as installed in this airplane is satisfactory for the M-series sight.
- b. The bombardier's side vision is slightly limited below an altitude of two thousand (2,000) feet.
- c. Sighting operation can be performed while the nose turret is being fired.

4. RECOMMENDATIONS.—It is recommended that:

- a. A test be conducted to determine the suitability of S-1 bomb sight in the B-24 airplanes with this type nose turret installation.
- b. The bomb sight stabilizer cover be clearly marked "No Step", and a removable type step be installed above the stabilizer for use when over the bomb sight is not installed.

5. RECORD OF TEST:

a. This test was run in accordance with the "Program for Test of Bombing Equipment as Installed in B-24D Airplane, No. 41-24185", a copy of which is attached as Inclosure 1.

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Serial No.: 1-43-34  
No. of Pages: 3  
Page No.: 1

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b. The results of the bombing accomplished on this test is attached as inclosure 2.

6. DISCUSSION:

a. All bombardiers participating in this test agreed that the new bomb sight installation was satisfactory. It was necessary for the bombardier to be on his knees while doing sighting operation, but this was not considered uncomfortable and did not affect the efficiency of the bombardier.

b. It was felt by testing personnel that this installation somewhat limited the normal side vision available for the bombardier in this type airplane. It was not felt, however, that this was critical and was not very noticeable except at an altitude of below two thousand (2,000) feet. Due to the increased bracing necessary for the installation of the nose turret, it was questionable if more window space could be made available.

c. Sighting operation was performed and bombs were dropped while the top turret was being fired, and it did not appear to affect the sighting operation or the accuracy of the bombing.

d. In this installation with the Norden bomb sight equipment, the space available for the bombardier was considered sufficient. It is foreseen, however, that an S-1 sight with this installation might limit the space for the bombardier. It is therefore recommended that a test be run with the S-1 sight in this type installation, if it is anticipated to use the S-1 sight in future models.

e. On several occasions during the test, it was observed that the nose turret gunner used the bomb sight stabilizer for a step in getting in and out of the turret. This could seriously damage the stabilizer and it is recommended that the stabilizer cover be properly marked to prevent this.

f. No malfunctions were experienced with the bomb racks or bomb releases during this test.

7. ENCLOSURES:

- Inclosure 1 - Test Program.
- Inclosure 2 - Bombing Scores.
- Inclosure 3 - Range of Telescope Vision.
- Inclosure 4 - Photographs.

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Serial No. 1-43-74  
No. of Pages: 3  
Page No.: 2



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Prepared by: D. G. HAWNS  
D. G. HAWNS,  
Major, Air Corps,  
Project Officer.

Concurred in: R. B. WENZ  
R. B. WENZ,  
2nd Lt., Air Corps,  
Group Test Officer.

Approved by: J. O. GUTHRIE  
J. O. GUTHRIE,  
Lt. Colonel, Air Corps,  
Chief, Testing Branch.

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Serial No.: 1-43-34  
No. of Pages: 3  
Page No.: 3

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DDO IHS  
8 Jan. & 20 June 1974  
By: W.H./HHC, Dan 2-10-76

Conversion of B-38's.

AC/AS, Operations, Commitments and Requirements.

21 July 1943

Deputy Chief of the Air Staff.

1

ESP/ama/GSTL

1. In a conference the other day, General Arnold directed that the B-38 be engineered to a fighter escort airplane. Apparently, the production of this escort cannot start until April or May of 1944. In the meantime, steps should be taken to improve the modified B-24 fighter escort.

2. Please advise this office of the action taken on the above and the results of tests on the modified B-24.

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

Delivered  
22 JUL 1943  
AM

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

8 June & 20 June 1974

14-00000-10-06

TALLY NO.	
FILE NO.	

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*Put with  
address P*

SUBJECT: Improvement of Fire Power in B-29's and B-32's.

TO: AC/AS, Materiel, Maintenance and Distribution.

DATE 21 July 1943.

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 1

ESP/cmc/6371

1. At a recent conference, General Arnold directed that immediate action be taken to improve the fire power in the B-29's and B-32's. The Proving Ground Command was instructed to determine the fire power needed to get and maintain fire superiority in all quadrants. When this is determined, AC/AS, MMAD, is to be advised and immediate action is to be taken to develop suitable 20 mm turrets in the two above mentioned aircraft. A letter is being written to General Gardner verifying General Arnold's decision.
2. It is requested that close liaison be maintained with General Gardner in order that immediate action may be taken to mock-up these 20 mm turrets. Please keep this office advised.

Copy to AC/AS, OG&R.

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

TO: Deputy Chief of the Air Staff

Date: 10 August 1943

FROM: ACAS/MMD/Materiel Division (AFIMA-2B)

Comment No. 2

*Major Elliott/TM/2865-71714*

1. In accordance with General Arnold's instructions, the Proving Ground Command investigated the desirability of replacing caliber .50 gun turrets with 20 mm cannon turrets on B-29 and B-32 airplanes. A report containing the Proving Ground Command's recommendations has been submitted to General Arnold. As outlined therein and as indicated by Brigadier General Gardner's statements at the conference with General Arnold on August 7, it was recommended that:

- a. The caliber .50 guns be retained.
- b. If 20 mm cannon are to be used the rear upper and lower dual caliber .50 turrets be replaced by rear upper and lower dual 20 mm turrets.

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*cc 16 Aug 1943*

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HEADQUARTERS ARMY AIR FORCES  
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ROUTING AND RECORD  
DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Improvement of Fire Power in B-29's and B-32's.

TO: Deputy Chief of the Air Staff

DATE 10 August 1943.

FROM: ACAS/MMD/Materiel Division (AFIMA-2B)

COMMENT NO. 2 (cont)  
Major Elliott/IM/2865-7174

2. At the August 7 conference the following instructions were issued by General Arnold:

a. The development of 20 mm turrets is to be expedited.

b. As soon as firing prototypes are available, a B-29 airplane is to be equipped with rear upper and lower dual 20 mm turrets and tests conducted. If as a result thereof it is considered desirable to do so, production B-29 airplanes are to be so equipped at the earliest practicable date thereafter.

3. The Materiel Command is taking action to develop on the highest priority dual 20 mm turrets which can be installed in B-29 and B-32 airplanes for defense of the rear hemisphere. The turrets will be designed to incorporate either the modified Oldsmobile gun or alternative 20 mm gun of approved characteristics being developed by the Ordnance Department.

*S. W. CHIDIAW*  
S. W. CHIDIAW  
Brig. General, U. S. A.  
Chief, Materiel Division

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By Authority of  
The Commanding General  
Materiel Command, AAF  
*8/14/43* *SS*  
Date Initials

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9 Apr 6 20 June 1982  
By: 441/11100 Date: 7-10-76

Improvement of Fire Power in ~~B-29's~~ and B-32's.

AC/AS, Materiel, Maintenance and Distribution.

21 July 1943.

Deputy Chief of the Air Staff.

1

ESP/ama/6371

1. At a recent conference, General Arnold directed that immediate action be taken to improve the fire power in the B-29's and B-32's. The Proving Ground Command was instructed to determine the fire power needed to get and maintain fire superiority in all quadrants. When this is determined, AC/AS, MMAD, is to be advised and immediate action is to be taken to develop suitable 20 mm turrets in the two above mentioned aircraft. A letter is being written to General Gardner verifying General Arnold's decision.

2. It is requested that close liaison be maintained with General Gardner in order that immediate action may be taken to mock-up these 20 mm turrets. Please keep this office advised.

Copy to AC/AS, OCAE.

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

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22 JUL 1943  
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8 Jan. & 20 June 1974  
By: 111/111 AC, Date: 7-10-76

21 July 1945.

Brigadier General Grandison Gardner,  
Proving Ground Command,  
Eglin Field, Florida.

Dear Grand:

You will recall that at the conference the other day with General Arnold you were instructed to decide what increase in fire power was needed and in what quadrants in order to gain and maintain fire superiority in the B-29's and B-32's. When this is determined, will you please let me know in order that I may pass it on to the boss and also follow it up with AC/AS, Materiel, Maintenance and Distribution, on the 80 mm turret mock-up.

General Arnold also requested that you work out with AC/AS, Operations, Commitments and Requirements, a method of defence against the German techniques of bombing formations of our bombers. Will you advise me of this, too, in order that I may pass it on.

I don't know when I will be able to get down and see you but soon, I hope.

Best regards,

Sincerely,

Signed

d

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

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22 JUL 1945  
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8 Jan & 30 June 1974  
By AMS/1411 LC, Date 7-10-76

Standardized Set-up for Aircraft Being Delivered to the Theaters.

AC/AS, Operations, Commitments and Requirements.

21 July 1943

Deputy Chief of the Air Staff.

1

ESP/cmo/6371

1. At a recent conference, General Arnold directed that action be taken, if possible, to get a standardized set-up for aircraft being delivered to the various theaters. It may not be possible to make one standardized set-up that will be suitable against both the Japanese and the Germans. It is felt, however, that aircraft used against the Germans can have one type of installation and the aircraft used against the Japs can have a different installation. All Air Forces operating against the Germans would then have one standard installation and all operating against the Japs would have another standard installation.

2. It is requested that action be taken to see if this can be accomplished.

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22 JUL 1943  
AMS

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

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8 Jan & 30 June 1974  
By AMS/1411 LC, Date 7-10-76

K-5 Hand Held Gun for Vega B-17.

TO: AC/AS, Operations, Commitments and Requirements

DATE 16 August 1943

FROM: Deputy Chief of Air Staff

COMMENT NO. 2  
ESP/cmo/6371

For your information.

Dispatched  
16 AUG 1943  
AMS

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

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8 Jan & 20 June 1974  
By ML/1111AC, Date 7-10-76

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K-5 hand held gun for Vega B-17.

AC/AS, Materiel, Maintenance & Distribution.  
Attention: General Childaw.  
Deputy Chief of the Air Staff.

21 July 1943

1  
REP/cmc/6371

1. During the conference in General Arnold's office on July 19th, it was stated that a Vega B-17 was to arrive at Dayton that day to try K-5 hand held gun installation and a reflector adapted to the A-10 sight. It is felt that every effort should be made to:

- a. Develop a suitable reflector for the A-10 sight.
  - b. Adapt K-5 installation.
2. Please advise this office of the progress on this matter.

Dispatched  
22 JUL 1943  
AAG

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

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8 Jan 8 20 June 1974  
By SP-1 JJJ LC Date 7-10-76

Division of Vega B-17 Aircraft to Training.

21 July 1943

AC/AS, Operations, Commitments and Requirements.

1

Deputy Chief of the Air Staff.

ESP/cmo/6371

1. During the conference held in General Arnold's office on July 19th, it was decided to divert the Vega B-17 airplane to training at such time as a suitable K-5 hand held installation or reflector adapted to the A-10 sight could be developed.

2. It is requested that action be taken to implement this decision. It is further requested that you maintain close liaison with MM&D to determine the success of the adaptations mentioned above, in order that, if suitable, they may be applied to the remaining Vega's which can then be diverted to combat.

3. General Baker is sending over a General Longfellow as his representative to decide on nose gun installations in bombardment aircraft for the 8th Air Force. This officer is departing England around July 25th. On his arrival, AC/AS, OCMR, AC/AS, MM&D and the Proving Ground Command should get together immediately to decide on a suitable installation and to effect the necessary modification as rapidly as possible.

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22 JUL 1943  
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EDWIN S. FERRIN,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

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

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DDO 1173  
8 Jan & 20 June 1974  
By NAB/1144 JG Date 7-18-76

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

*away*

19 July 1943

MEMORANDUM FOR GENERAL ARNOLD:

Subject: B-17's for the First Air Force

The following action has been taken to afford the First Air Force high altitude gunnery:

Three (3) B-17E aircraft have been assigned to the First Air Force, and as soon as an additional B-17E becomes available from the sub-depot, this will also be assigned to the First Air Force; thereby, meeting the First Air Force's requirement for four (4) B-17E airplanes as tow ships. At the present time, one (1) airplane is enroute to the First Air Force and two (2) additional airplanes are undergoing motor changes and should be available for delivery within the next week or ten days.

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III 20:43 PM



*Ray Finell*  
HARNEY A. GILES

Major General, U.S.A.  
Asst. Chief of Air Staff,  
Operations, Commitments & Requirements

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8 Jan. & 20 June 1974

By 247/114 JG: Date 7-10-76

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Production of UC-43 Light Transport Airplanes.

Asst. Chief of Air Staff, Plans.

4 August 1943

Chief of the Air Staff.

MAL/mdg/5265

1. Note approval by the Deputy Chief of the Air Staff of the action recommended in Section II of the attached memorandum.

2. For necessary action.

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

Incl. a/c

Dispatched  
4 AUG 1943  
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8 Jan. & 30 June 1974

By 242/114 JGJ Date 7-10-76

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Production of UC-43 Light Transport Airplanes

TO: Assistant Chief of Air Staff, Materiel, Maintenance  
and Distribution

DATE 27 July 1943

FROM: Deputy Chief of the Air Staff

COMMENT NO. 2  
WHH:JT 5246

Approved by General Giles provided General Nehols personally  
concurs.

Incl.  
n/a

Dispatched  
25 JUL 1943  
AMG

WILLIAM E. HALL,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

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DDO 1193  
9 Jan & 20 June 1974  
By: [unclear] [unclear] 7-10-76

Winterization of Aircraft.

AC/AS, Material, Maintenance and Distribution  
(THRU: AC/AS, Operations, Commitments and Requirements)  
Deputy Chief of Air Staff.

July 18, 1943

ESP/god/6371

1. At a conference this morning General Arnold stated that winterization was being accomplished on all airplanes in every factory that he had recently visited. Airplanes going to tropical theatres are dewatered either in staging areas or airports of departure.
2. This practice results in a waste of manpower and material. Allocations of aircraft to theatres are known sufficiently in advance to prevent the necessity of winterizing equipment intended for tropical theatres.
3. General Arnold desires that arrangements be made to winterize only those airplanes which are going to theatres requiring such installation.

Dispatched  
19 JUL 1943  
AAG

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

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~~CONFIDENTIAL~~

*File  
a 19 July 43  
Copy for Miss Ingram  
[unclear] 452.1 [unclear]*

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GROWTH OF THE U.S. ARMY AIR FORCE, U.S. NAVY AIR FORCE, AND THE ROYAL AIR FORCE  
ACCEPTED COMBAT AIRPLANES

Month and Year	U.S. Army Air Force		U.S. Navy Air Force		Royal Air Force	
	In Theaters & En Route	Total Strength	In Operating Squadrons & En Route	Total Strength	In Theaters & En Route	Total Strength
1942						
January	1971	4948	589	2559		
February	1869	4668	904	2701		
March	1508	4021	947	2867	7296	12708
April	1694	3191	994	3139	6785	12661
May	1694	5643	1271	3415	7293	12449
June	1787	5303	1399	3468	7710	12614
July	2190	7193	1979	3466	8421	15563
August	2449	7991	1434	3798	8867	14823
September	3207	8858	1588	4154	9439	16889
October	3783	9754	1738	4855	9629	17076
November	4387	10461	2090	4819	9943	18044
December	4737	11630	2898	5434	10410	18678
1943						
January	5866	12480	2789	5740	10347	19094
February	6199	12896	3413	6213	10908	20174
March	6943	15158	3911	6794	11856	21979
April	7215	16911	4137	7306	11894	21497
May	8127	17594	4610	8393	12780	22220
June	8616	19036	5186			

\*Information not available.  
SICRAN  
AUTH: Co, ASF  
Date: April 13, 1943  
7 Copies  
Copy No. 3

Statistical Control Division  
Office of Management Control  
19 July, 1943

U. S. SECRET

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Noted by G.E.S.  
[unclear]*



~~DECLASSIFIED~~

Allocation of A-24B and A-25A Aircraft.

DECLASSIFIED

DDO hrs.

8 Jan. 4 20 Jan. 1974

By: HLL/HH AC. Date: 7-10-76

Comment No. 5 - 12 July 1943

Approved:

G.H.S.

TO: AC/AS, Plans. (Att: Colonel E. C. Langford)

Date 12 July 1943

FROM: Deputy Chief of Air Staff.

Comment No. 4.

HEP/emo/6571

Your comment #5, above, approved by General Stratemeyer.

Dispatched  
12 JUL 1943  
AAQ

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

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See (65402) (902)

*File 13 July 43*  
*am 1/2*

*am 13 July 43*  
*6571*  
*902*

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DDO Hqs

8 Jan & 20 June 1974  
By: ALH/1111 (AC) Date: 7-10-76

*Copy  
of  
117-8-42*

Subject: Allocation of A-24B and A-25A Aircraft.

Allocation of A-24B and A-25A Aircraft.

AC/AS, HNSD THRU: Chief of Air Staff.  
Asst. Chief of Air Staff, Plans.

JUL 9 1945

3  
HCL/hmh/74065

Continued --

If it be not practical to meet the A-25 deficit by an extension of production beyond the present schedule, it will be necessary to meet the commitments by the assignment of A-24 or A-25 dive bombers to the extent of the deficit in the A-25 model.

5. Further circulation of this paper is not recommended.

L. S. KUTER  
Brigadier General, U. S. A.  
*Actg.* Asst. Chief of Air Staff, Plans.

To: AC/AS, HNSD THRU: Chief of Air Staff.

Date JUL 9 1945

From: Asst. Chief of Air Staff, Plans.

Comment No. 3  
HCL/hmh/74065

1. The Assistant Chief of the Air Staff, Plans does not concur in the proposal to immediately stop production of the A-24 and A-25.
2. The A-24 and A-25 must be continued in production at Douglas - Tulsa and Curtiss - St. Louis as long as they are necessary to sustain the labor forces required for the A-26 and C-46 projects.
3. The product of these labor force sustaining projects will provide airplanes which can be supplied to Defense Aid recipients in lieu of light level bombers which are in great demand and short supply.
4. In this connection it is desired to note that current commitments for A-25 dive bombers to U. K. and Australia exceed by approximately 100 airplanes the balance due for delivery in JAC Working Schedule W-4 dated June 10, 1945.

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*Copy for Chief of Air Staff*

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DDO Hqs

8 Jan & 20 June 1974  
By: ALH/1111 (AC) Date: 7-10-76

DECLASSIFIED  
DD Form 129

8 Jan. & 20 June 1974  
NND 7111 AC Date 7-1-82

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

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

DECLASSIFIED  
**SECRET**  
7 July 1943

*ARZ*

MEMORANDUM FOR GENERAL ARNOLD:

SUBJECT: Immediate Requirements of Second Air Force and Flying Training Command for Heavy Bombers.

1. It has been determined that the desires of the Second Air Force and Flying Training Command for heavy bombers in July, in order to meet increased requirements of H/B crews, are as follows:

Second Air Force - 493 B-17's and 398 B-24's to be on hand as soon as possible and not later than July 31st.

Flying Training Command - 282 B-17's and 245 B-24's to be on hand by July 31st.

2. Recently revised projection of deliveries to these two agencies will result in July 31st on hand figures as indicated below, disregarding losses. The requirements mentioned above are also shown for comparison

	On Hand July 31 (disregarding losses)	Required
2AF B-17	505	493
2AF B-24	404	398
FTC B-17	288	282
FTC B-24	255	245

*all 28 457 1 940*

3. It appears that the above allocations will not affect the attainment and maintenance of the 50% reserve in active theatres. The total effect will be to delay the flow of B-24E replacement aircraft to U.K. by approximately one week.

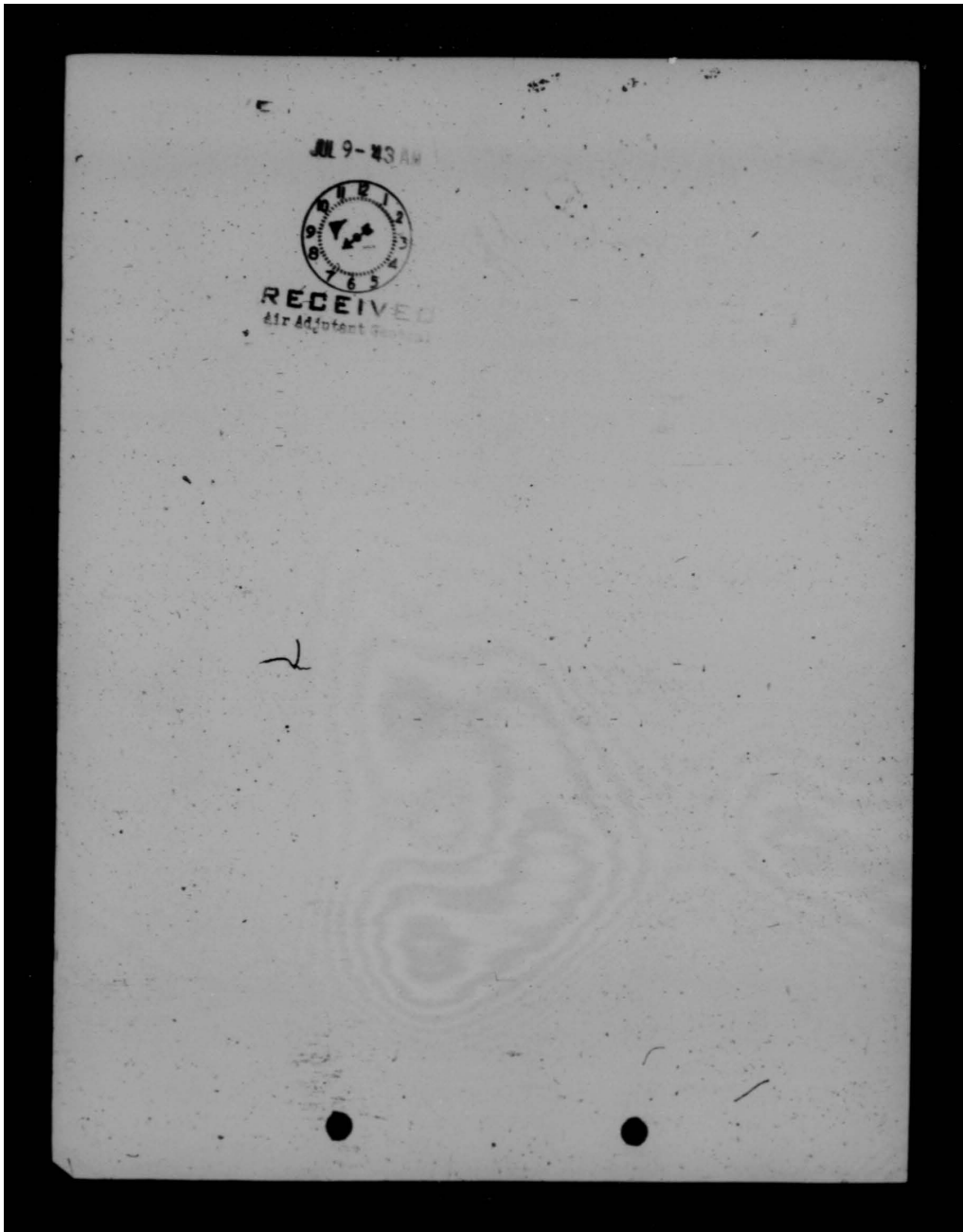
*Barney W. Giles*

BARNEY W. GILES  
Major General, U. S. A.  
Assistant Chief of Air Staff,  
Operations Commitments and Requirements



*File in ...  
22 July 43*

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**SECRET**  
*all 25 452 1 940*



HENRY HARLEY ARNOLD

Box 122 Folder 3

MILITARY

DECIMAL

SAS 452.1  
(981-1067)

DECLASSIFIED  
DOD  
BY BM ON 20 June 1984  
PR 102220; DSN 10-7-76

DECLASSIFIED  
-DDO Hqs  
8 Jan. & 20 June 1974  
By: 11/11/80 JG, Date: 12-7-76

~~SECRET~~

30 October 1943

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF

Subject: Message No. PIC-9211, dated 27 October 1943,  
from Prasque Isle.

1. Reference your pencil note in cable log questioning why extra B-26's might not be substituted for B-25's for these units, the matter of substituting B-26 for the present B-25 equipment has been referred to the Commanding Officer, Weather Wing to secure his opinion as to practicability of using the B-26. The B-25's that are now being used are not wholly suitable for combat.

*Handwritten:* 1284 453.1 (1067)

MERVIN E. GROSS  
Brig. General, U. S. A.  
Deputy Asst. Chief of Air Staff  
Operations, Commitments & Requirements

*Handwritten:* File BK 11/1/43

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*Handwritten:* 1284 453.1 (1067)

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DOO lrs.

8 Jan 4 20 June 1975

Administrative Date 10-17-74

*RMG*

28 October 1943

MEMORANDUM FOR GENERAL ARNOLD:

Subject: October 27 Meeting of the Army Air Forces Aircraft Requirements Board.

1. At its meeting of 27 October the Army Air Forces Aircraft Requirements Board determined upon the following recommendations which are hereby submitted for approval:

a. P-72 airplane - Superseding recommendations contained in memorandum for General Arnold dated 14 October 1943, subject: Summary of Actions of the Army Air Forces Requirements Board, and memorandum for General Arnold dated 14 August 1943, subject: Reduction of Production Models of Airplanes for Army Air Forces, and in compliance with desires expressed by the Assistant Secretary of War for Air, Mr. Lovett, it is recommended that the P-70 airplanes be produced to the extent of 100 airplanes provided its production will not reduce the production of P-47 airplanes.

*Handwritten:* 1066 1531

b. Gliders - A complete resume of factors relating to the possible production of Bowless gliders indicated that the Bowless gliders could meet more nearly military requirements for gliders than other designs; that production of the glider could be accomplished in areas outside of the critical west coast production area; that plans submitted by Mr. Cris indicated a remarkable production possibility; that there is an urgent and immediate requirement for quickest practicable production of gliders having the characteristics of the Bowless glider; that approximately 200 of these gliders were required by the middle of March 1944. In view of the above the Army Air Forces Requirements Board recommends immediate initiation of procurement of 1,000 Bowless gliders redesigned as required to meet shipping requirements with the stipulation that the production of these gliders must not interfere with tactical airplane production; the matter of steel or wood center section to be determined

*Handwritten:* 1066

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MSG:br 6765

by the Materiel Command based on structural requirements and prevention of deterioration.

g. Bubble canopy for P-47 airplane - Long plexiglass canopy (bubble canopy) designed for the P-47 airplane and which the Republic Corporation is prepared to introduce in the production line in February 1944 was described as representing one of the greatest improvements in fighter aircraft for some time, providing the fighter pilot the greatest possible vision, freedom of movement, and observation of aircraft approaching from the rear. General Frank Hunter has stated that by all means we should have this new type of canopy not only on the P-47 airplane but as soon as possible on the P-51 airplanes. The new type canopy is the answer to requests arriving from all combat theaters and especially from the UK. In view of the above it is recommended that the Materiel Command direct Republic Corporation to provide the subject canopy on the P-47 airplanes provided the production of P-47 airplanes will not be reduced.

d. P-51F airplane - P-51F airplane at a gross weight reduced by approximately 700 pounds is capable of being ferried 1700 miles farther, has an operating range 640 miles greater and has a greater portion of its fuel load internal and self-sealing than the current production P-51B. By utilizing facilities not now being utilized for airplane production, it is represented that this greatly improved P-51 airplane can be brought into production without any reduction in the 500 P-51 per month target production previously directed. In view of the above it is recommended that the Materiel Command bring in the P-51F airplane provided it will not interfere in reaching the previously directed 500 P-51 per month production.

Signed

BARNET M. GILLES,  
Major General, U. S. A.,  
Chief of the Air Staff.

Copies to:

- ✓ Maj. Gen. Barney M. Gilles
- Brig. Gen. Laurence S. Kuter
- Brig. Gen. Bennet E. Meyers
- Brig. Gen. Howard A. Craig
- Brig. Gen. E. S. Ferrin
- Brig. Gen. G. C. Jamison

*File  
1/12/44  
as ab 032-106*

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MINUTES OF MEETING

ARMY AIR FORCES AIRCRAFT REQUIREMENTS BOARD

DECLASSIFIED  
 DOD IHS  
 8 Jan 4 20 June 1974  
 Dr. H. H. H. AC. Date 10-7-76

1. The Army Air Forces Aircraft Requirements Board met at 2:00 P.M., October 2nd in the office of The Chief of the Air Staff, the following being present:

- Major General Barney M. Giles ✓
- Brig. General Howard A. Craig
- Brig. General Laurence S. Kuter
- Brig. General E. S. Perrin
- Brig. General G. C. Jamison
- Colonel Marvin E. Gross
- Colonel J. W. Sessums

2. Recommendations:

a. B-29, B-32, B-17, B-24 airplanes - No change in schedule production at this time.

b. P-51 and P-38 airplanes - Increased P-51 to 500 a month, as quickly as possible. Increased P-38 production to maximum.

c. Medium Bombardment airplanes - Make no change in present schedules except to expedite A-35 as rapidly as possible.

d. A-24, A-25, A-35 airplanes - Stop production as rapidly as possible.

e. AT-11 airplanes - Eliminate from production as rapidly as practicable consistent with producing a total of 225 during January, February, March, April (1944).

f. C-87 - Step up production from 10 a month to 25 a month throughout 1944.

g. C-82 - Bring in C-82 (Troop Carrier Command airplane) by expediting the production contemplated by Fairchild Aircraft Corporation.

h. Utility Cargo airplanes - Meet the 1944 requirement for this type of airplane (2500 airplanes in 1944) with the production of C-15, C-64, and conversion of AT-11.

i. The Assistant Chiefs of Air Staff, Training and M&M to confer as to requirements for AT-21 airplanes; AC/AS, M&M to make available for test and evaluation AT-21's now at the factory; the AC/AS, Training to render report to the Aircraft Requirements Board, through AC/AS, OCR within 10 days, or about October 14.

j. Increase AT-6 production to meet all requirements for single-engine AT-type airplanes, eliminating the BT-13 and BT-15.

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k. Stop production of the L-4 and L-3 liaison type airplanes - Meet 1944 liaison airplane requirements by production of L-4 and L-5 at the following rates:

L-4	100 per month during 1944 to a total of 1,200
L-5	200 per month during 1944 to a total of 2,400

l. P-72 - Continue the construction of the first 3 airplanes only. The first airplane as originally planned; the second airplane to provide for a 600-mile radius of action at cruising speed, plus 15 minutes combat operation; the third airplane to provide for a 1,000-mile radius of action at cruising speed plus 15 minutes combat operation. The cruising speed must be that which will enable the airplane to accompany heavy bombardment aircraft which will be in production at the time it is contemplated the P-72 might be placed into production.

MERVIN E. GROSS  
 Colonel, Air Corps  
 Recorder

4 Oct. 1943

Approved, and forwarded to Asst.  
 Chief of Air Staff, M&M for action:

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

Copies to all members and 1 to  
 General Arnold.

SECRET

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DECLASSIFIED  
DDO ltr  
8 Jan & 20 June 1974  
By: AHH/H&IC, Date: 10-2-76

October 27 Meeting of the AAF Aircraft Requirements Board

Assistant Chief of Air Staff, Operations, Commitments and  
Requirements (ATTN: General Gross)  
Deputy Chief of the Air Staff

10-30-43

1  
WEH:JT 5246

1. Your attention is invited to General Arnold's approval of the attached Aircraft Requirements Board Proceedings.

2. General Giles has directed that emphasis be placed on the right of the Air Forces to cancel the Boulous contract if at anytime during process of fulfillment of this contract it develops that the glider is not satisfactory.

1 Incl.  
Memo 10-26-43 for  
Gen Arnold, same subj

WILLIAM E. HALL,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

Dispatched  
30 - JT 543  
AMG

AMG 452.1 (1060)

File of 10/30/43  
cc 10/30/43

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Air Ob 452.1 (1065)

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DDO ltr

8 Jan. & 20 June 1974  
By ALJ/141 IC Date 10-7-76

P-61 Production

Asst C/AS, Material, Maintenance and Distribution

29 Oct 1943

Chief of the Air Staff

1

Gen Gross:jp 6768

1. Five operational Night Fighter Squadrons are in the theaters at this time, two more will arrive in the next few weeks, and additional units are in training for such assignment. Four of these units are equipped with the Boon-fighter and the others with the P-70, neither of which is satisfactory as a night fighter.

2. Preliminary reports on tests at Eglin Field and Orlando indicate that the P-61 is far superior to the P-70 as a night fighter and that it should be produced without any further factory modifications of a major nature. There is still some trouble in the power turret and there will undoubtedly be other minor modifications required. The airplane in its present form, however, is so much better than the P-70 that it should be placed in service "as is," with necessary modifications being made later. Dive brakes should be incorporated in the production line at the earliest date possible without delay in production.

3. Latest available production estimates for the next six months are as follows:

Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.
3	7	12	18	25	35	

Every effort should be made to speed up production in order to alleviate the situation described in paragraph 1 above.

4. It is desired that:

- a. Nothing be given the "go ahead" on P-61 production, with necessary improvements to be made later through modification.
- b. Action be taken to increase the rate of production as presently scheduled.

Dispatched  
30 OCT 1943  
AGG

RAYNEY H. GILES  
Major General, U.S.A.  
Chief of Air Staff

*Copy for Gen Giles*  
*1064*  
*1-25-1*  
*1064*

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*Oct 29 1943*

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DDO 195

6 Jan 6 30 June 1974

By: NAJ/LLH JC Date: 10-7-76

**SECRET**

29 October 1943

MEMORANDUM FOR GENERAL GILES:

Subject: Night Fighter Aircraft

1. The enemy has demonstrated that when our day fighter makes his daylight raids too costly he will resort to night bombing raids against our airbases and other vital targets. To meet this threat we must have specially trained units, equipped with night fighter aircraft incorporating radar and capable of locating and destroying enemy night bombers.

2. Seven Night Fighter Squadrons have completed training and are deployed and equipped as follows:

North Africa	4 Sq	Beamfighters
Pacific (1 flt Hawaii, 1 flt SOPAC, 1 flt SWPA)	1 Sq	P-70
Enroute to South Pacific	1 Sq	P-70
Enroute to Southwest Pacific	1 Sq	P-70

3. Three OTU-NTU Squadrons, equipped with the P-70, are presently in operation. Three combat squadrons, also using the P-70, are now undergoing training, and four additional combat squadrons are scheduled to complete training by 1 July 1944. This will give us a total of fourteen Combat Squadrons and three NTU Squadrons.

4. Neither the P-70 nor the Beamfighter is a satisfactory night fighter. Informal reports from Orlando and Eglin Field indicate that the P-61 has demonstrated excellent characteristics and should be supplied to both the combat units and the training units as soon as possible. We could well use two hundred P-61 airplanes today if we had them.

5. The latest available production estimates are as follows:

Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sen	Oct	Nov	Dec
3	7	12	18	25	35	45	50	50	50	50	50	50	50

Production at the rate of fifty per month can be accomplished without interference to any other scheduled production, and every effort should be

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Memo to Gen. Giles (Continued)

made to reach this rate as early as possible.

Recommend that the attached RAR be signed and forwarded to Asst Chief of Air Staff, Material, Maintenance and Distribution.

MERVIN E. GROSS  
Brigadier General, U.S.A.  
Deputy Asst Chief of Air Staff,  
Operations, Commitments and Requirements

1 Incl.  
RAR to HQASD in C/AS  
"P-51 Production"  
dated 29 Oct (for sig.)

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C/AS/30/43*

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~~CONFIDENTIAL~~

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DDO ltr  
8 Jan. & 20 June 1974  
By SP4/PHG/DC Date 10-7-76

OCT 28 1943

MEMORANDUM FOR THE ASSISTANT CHIEF OF AIR STAFF, Material, Maintenance and Distribution.

Subject: Aircraft Requirements for Emergency Rescue Services.

1. Requirements exist for twenty-eight (28) emergency rescue flights which, including attrition, will require two hundred thirty (230) PW-type aircraft.
2. Deliveries of such aircraft from Navy contracts have been insufficient to meet Army Air Forces requirements. A survey has been made of the Vickers CANSO "A" (the Canadian version of the PW (O4-10) and this airplane is satisfactory for rescue purposes.
3. In accepting this model aircraft which is already in production at Vickers, in lieu of the Navy PW-type, deliveries of the CANSO "A" can be accelerated to seventy-one (71) by 1 July 1944 as against twenty-five (25) of the PW model.
4. It is directed that the Assistant Chief of Air Staff, Material Maintenance and Distribution take necessary steps to procure two hundred thirty (230) CANSO "A" aircraft for emergency rescue purposes.

*AS 452.1  
1063*

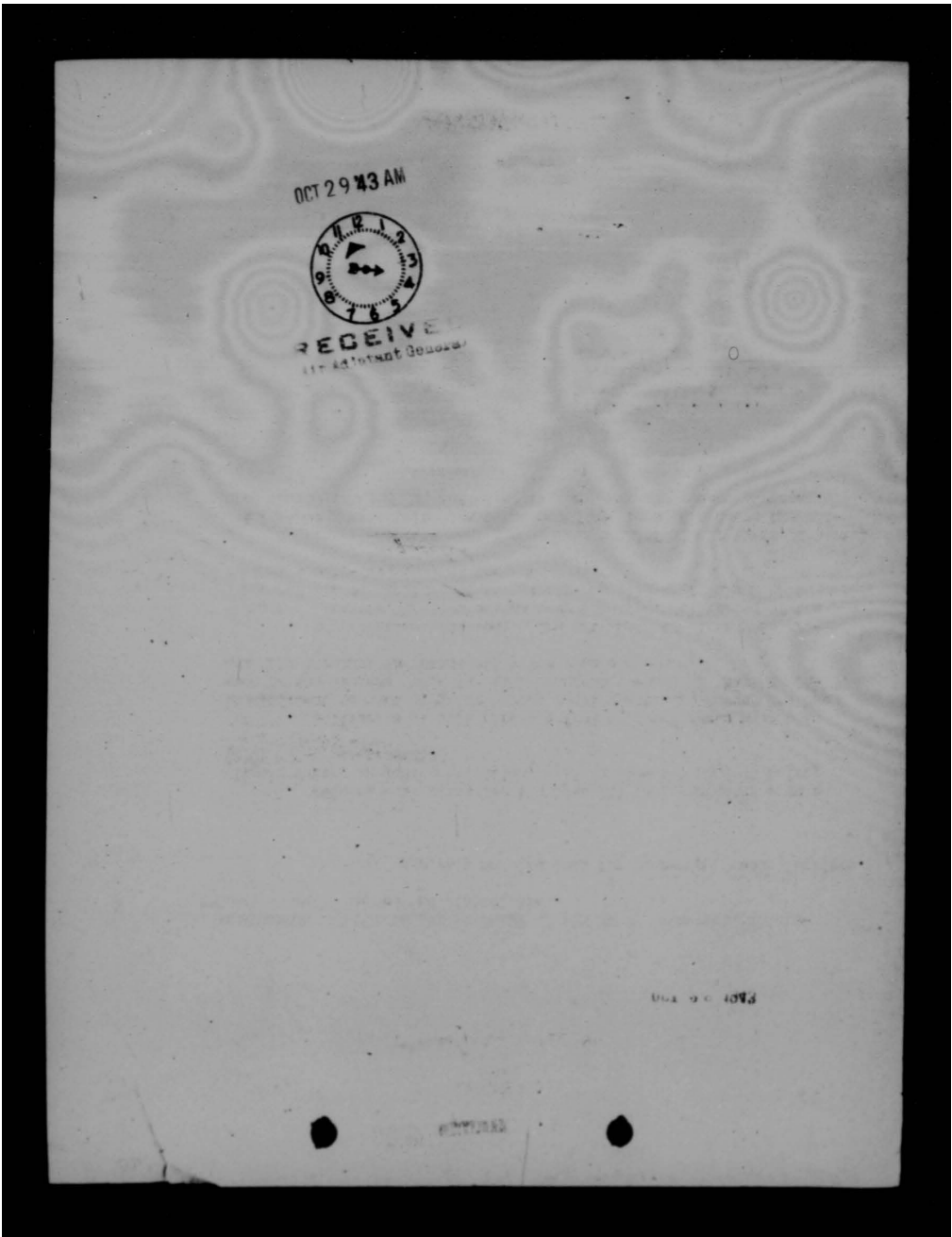
MERVIN E. GROSS  
Brig. Gen., U. S. A.,  
Deputy Assistant Chief of Air Staff  
Operations, Commitments and  
Requirements

*File  
C/AS/30/43*

COPY FOR GENERAL GILES

~~CONFIDENTIAL~~

*AS 452.1 1063*





**CONFIDENTIAL**  
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DECLASSIFIED  
DOO IRE  
8 Jan & 20 June 1974  
by 111/HIC, Date 10-7-76

2 NOV 1943

Dr. Jerome C. Hunsacker, Chairman,  
National Advisory Committee for Aeronautics,  
1500 New Hampshire Avenue, N.W.,  
Washington, D. C.

Dear Dr. Hunsacker:

It has been reported to me that during the annual meeting on 21 October 1943, which it was my misfortune to be unable to attend in person, some discussion arose over the classification of certain projects undertaken by the committee at the request of the Army.

I am sure that it is appreciated by all concerned that the Army Air Forces have held certain projects "secret" for reasons of national security. The decision to do so was based entirely upon tactical and strategic considerations. The considerations were, in fact, believed to be of such import that, except for a very few officers, no one on my staff or in the Materiel Command has had any knowledge of the projects. It was certainly never my intention to ask the committee to approve any project blindly; but rather to ask that it be guarded, as I have required that it be guarded in the Army Air Forces, by limiting the number of persons concerned to an effective minimum.

As General Giles stated at the meeting, the tactical situation has now changed somewhat and as a result, we have reduced the classification of the P-59 project from a "secret" to a "confidential" status. We have no objection to, but rather welcome, the committee's examination of this project or of any other Army Air Forces classified project on the National Advisory Committee for Aeronautics' agenda.

It is suggested that my Assistant Chief of Air Staff, Materiel, Maintenance and Distribution, be notified of any contemplated visits by members of the committee to the plants where these developments are under investigation so that no embarrassment or delay can possibly develop.

In respect to Dr. Durand's request that he be permitted to discuss more fully his project with his associates and assistants, it is agreed that this is necessary in order to accomplish his most important work. Such permission is granted with the request that Dr. Durand exercise his good discretion in making his disclosures, and

**CONFIDENTIAL**

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**CONFIDENTIAL**

Gen Dr. J.C. Hunsacker

Written - 23 Oct. 43  
ASMA-2  
NSW:ml:6734

and I should be proud of the reliability of the persons to whom his revelations are made.

I desire to express once more my appreciation of the committee's efforts on behalf of the Army Air Forces.

Very truly yours,

Gen. H. H. Arnold

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

Dispatched  
2 NOV 1943  
GAG

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11/2/43  
Cite as ASD, 11060

ASMA-2

- 2 -

**CONFIDENTIAL**

27 Oct 1943

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DDO #3  
8 Jan. & 20 June 1974  
By: ALH/HC/Dan/10-1-76

Assignment of Army Air Forces Liaison Planes for Training of Army Service Forces Units

X

Lt Col Ernest Jy/ejn/ps 5652

1. Director of Military Training, Army Service Forces, has been informally contacted by representatives of Army Air Forces, reference above subject. The following pertinent points were brought out:

X 23

a. Use of liaison aircraft to simulate bombing and strafing and to give troops experience in anti-aircraft defense tends to give such troops entirely erroneous ideas of actual combat conditions, and would, therefore, be distinctly harmful. Combat type aircraft must be used for such training.

b. Air observation of ground troop camouflage and camouflage discipline is a proper employment of liaison aircraft.

c. Paragraph 2 of Memo for the AG/S G-3, 15 October 43, subject, "Assignment of Army Air Forces Planes for Training of Army Service Forces Units," implies that no provision is made for use of airplanes in training Army Service Forces Units except for their presence during certain phases of air-ground training being conducted with Army Ground Force Units. Paragraph 4 a (A) of letter from Commanding General, Army Air Forces to Commanding General, Third Air Force, 8 April 1943, subject, "Duties and Responsibilities of the Commanding General, Third Air Force," copy of which is attached as Tab 4, provides for such air-ground training. No overall plan has been formulated, since no requirement for same has been set up by the Army Service Forces, except for certain isolated cases which have been taken care of.

d. This Headquarters has been informed by Army Service Forces representatives that overall Army Service Forces requirements for air-ground training cannot be exactly defined at this time, and that a survey will be undertaken to gather the necessary information.

e. Upon receipt of consolidated Army Service Forces requirements, the capabilities of the Army Air Forces to meet these requirements can be determined. Pending receipt of consolidated requirements, arrangements can be made for direct communication between Army Service Forces Unit Training Centers and appropriate elements of the Third Air Force for limited participation of Army Air Forces liaison units in combined air-ground training.

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27 Oct 1943

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DDO #3  
8 Jan. & 20 June 1974  
By: ALH/HC/Dan/10-1-76

Assignment of Army Air Forces Liaison Planes for Training of Army Service Forces Units

Information

(continued)

2. As an interim measure, pending receipt of consolidated Army Service Forces requirements, it is recommended that Commanding General Army Air Forces and Commanding General Army Service Forces be authorized direct communication between appropriate elements of their respective commands to facilitate arrangements for the employment of Army Air Forces liaison aviation as set forth in paragraph 1 c, above. This recommendation is made with the proviso that Commanding General Army Service Forces understands that such employment will be limited by the deployment of the participating units; missions of the type discussed in paragraph 1 a, above will not be included; also that such use of Army Air Forces liaison aviation cannot be permitted to interfere with scheduled combined air-ground training with the Army Ground Forces.

X G-3

For the Commanding General, Army Air Forces:

2 Incls:-  
Incl 1 - DF w/incls  
Incl 2 - Tab A

Signed

H. A. CRAIG,  
Brig. General, U.S. Army,  
Acting Deputy Chief of Air Staff.

100-1-1340  
100-1-1340  
100-1-1340

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DDO I/9.

8 Jan 68 20 June 1974

by ALH/HR JC Data (2-7-74)

**SECRET**  
**SECRET**

Transmittal of Disposition Form for Signature

Secretary of Air Staff

25 Oct 1943

Asst C/AS, OGR

1  
LT Col Earnest Jr/ps 5652

Request that attached disposition form be forwarded to proper office for signature.

1 Incl  
DF dtd 25 Oct 43  
w/incls

MERWIN E. GROSS  
Brig Gen, U. S. Army

Troop Carrier Br \_\_\_\_\_  
Req. Division \_\_\_\_\_

*Handwritten:* OGR USA 1 (1057)

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DECLASSIFIED  
DDO #15  
8 Jan & 20 June 1974  
By NA/HH AC: Date 10-7-76

~~REF ID: A66541~~  
~~CONFIDENTIAL~~

Transmittal of letter to Mr. Sorensen for Gen. Arnold's signature.

Chief of Air Staff

27 Oct 1943

AC/AS, MMAD

BEM:lm/3153 <sup>1</sup>

1. Attached hereto is suggested reply to Mr. C. E. Sorensen, Ford Motor Co., for Gen. Arnold's signature.

Incl.  
Ltr re prod schedule.

B. F. MEYERS  
Brig. General, U.S.A.  
Acting AC/AS, MMAD

*AM 452.1*  
*1055*

*File 10/29/43*

~~REF ID: A66541~~  
~~CONFIDENTIAL~~

*AM 452.1 1055*

ADDRESS REPLY TO  
COMMA HQ GENERAL ARMY AIR FORCES  
WASHINGTON, D. C.

**CONFIDENTIAL**

DECLASSIFIED  
DDO 1115

8 Jan & 20 June 1974  
By *SP4/SH LC* Date *10-7-76*

*EMC*

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

26 October 1943.

MEMORANDUM FOR THE DEPUTY CHIEF OF THE AIR STAFF: (General Perrin)

Subject: Modification of B-17 Airplanes (XC-108 and XC-108A)

(FOR GEN MACARTHUR)

1. Status of the XC-108 (Transport) airplane is as follows:

a. A preliminary flight test was conducted 8 October 1943, less the installation of seats, life rafts, parachutes and other removable type equipment, to obtain a general indication of the mechanical operation of the airplane. The flight was conducted under lightweight conditions and the results proved very satisfactory.

b. Action is being taken now to determine the empty weight and c.g. with the seats and simulated life rafts, et cetera, installed. By using the load adjuster, it will be possible then to obtain a balance for the loaded condition.

c. 43,600 man-hours have been expended as of 5 October 1943.

d. Approximately 80% of the total installation work on the airplane has been completed.

e. A delay of ten (10) days from October 20 for delivery of this airplane will be necessary caused by changes authorized by General McMullin shown in test flight on 18 October. Three shifts are working night and day on the project. Hopes for meeting the flight date should not be too optimistic as this allows no cushion of time for the usual last minute required adjustments, et cetera.

*DDA 453.1 (1051)*

(EXPERIMENT ON MAKING A CARGO airplane out of a B-17)

2. The XC-108A (Cargo) of this project is as follows:

a. Nose section door is installed; floor is installed; heater duct and insulation are to be installed; pilot's compartment, automatic pilot, is half installed; radio compartment is half installed; B-3 driftmeter is to be installed and instrument board is to be reworked; bomb bay section floors are fitted; litters and seats are to be installed; main cabin floor is being fitted; wide cargo door is 80 per cent complete; electrical wiring is to be installed and hold up on seats will delay job ten days approximately.

b. It is estimated that this airplane is 55% complete.

**FILE**



*File  
10/30/43*

*W. E. Meyers*  
B. E. MEYERS, Brig. Gen., U.S.A.,  
Actg. Asst. Chief of Air Staff,  
Materiel, Maintenance & Distribution.

**CONFIDENTIAL**

*air ab 4521 (1051)*

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GPO 1974  
8 Jan 8 10 1974  
By: ALJ/MLC/DM 10-7-76

26 October 1943.

MEMORANDUM FOR THE DEPUTY CHIEF OF THE AIR STAFF: (General Perrin)

Subject: Modification of B-17 Airplanes (XG-108 and XG-108A)

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2. The XG-108A (Cargo) of this project is as follows:

a. Nose section door is installed; floor is installed; heater duct and insulation are to be installed; pilot's compartment, automatic pilot, is half installed; radio compartment is half installed; B-5 driftmeter is to be installed and instrument board is to be reworked; bomb bay section floors are fitted; litters and seats are to be installed; main cabin floor is being fitted; wide cargo door is 80 per cent complete; electrical wiring is to be installed; and hold up on seats will delay job ten days approximately.

b. It is estimated that this airplane is 55% complete.

B. E. MEYERS, Brig. Gen., U.S.A.,  
Actg. Asst. Chief of Air Staff,  
Material, Maintenance & Distribution.

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DECLASSIFIED

DECLASSIFIED  
GPO 892  
1 Jan. & 10 June 1974  
by SP-1 H.H. JC Date 1-6-76

AFLDAS  
ESP/eva/6371

26 October 1943

SUBJECT: B-29 Production Changes

TO: Brigadier General K. B. Wolfe, Commanding General,  
50th Bombardment Wing (H), Marietta Air Field,  
Marietta, Georgia. *Selmer K.*

1. With reference to your letter on the above subject to the Commanding General, Materiel Command, Wright Field, Dayton, Ohio, dated 15 October 1943, you are advised as follows:

In accordance with the T&I message from General Arnold to you dated 3 October 1943 wherein you were charged with taking the necessary action to limit the changes on the B-29 airplane, and since the responsibility of producing a quota of combat-ready airplanes by a certain date has been made by General Arnold, you are hereby further advised, in accordance with the policy enunciated in the above reference teletype, that:

- (a) Under the existing freeze order policy you are hereby delegated the authority to approve or disapprove changes while this project is under your supervision.
- (b) The completion of this project on schedule, as well as the approval or disapproval of changes on the B-29 to accomplish this project remains your responsibility.

2. In connection with the above, it is requested that you furnish this office bimonthly with pertinent data relative to the changes which you have approved.

By command of General Arnold:

Signed

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

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UNRECORDED  
27 Oct 1943  
AM

DECLASSIFIED

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*Cy-Mind Cap*

DECLASSIFIED

28 OCT 1943

Brigadier General Grandison Gardner, USA  
Headquarters Army Air Forces Proving Ground Command  
Eglin Field, Florida

Dear Grant:

The information concerning the B-41 contained in your letter of 19 October 1943 has been read with interest. I am in agreement with you not to send it abroad and have scratched it off my notes. Similar action has been taken by the Bombardment Branch of Operations, Commitments and Requirements.

It is noted that the tests of the 20 mm ammunition are progressing satisfactorily. Just hold the data, as you suggest, until you have had a chance to collect and study the results. We shall be anxious to learn of your findings.

With regards.

Sincerely,

Signed

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

Handwritten notes on the right margin: "DAS 45 2.1" and a circled "1449".

Handwritten notes at the bottom left: "File Gx 10/13 7/43".

COPY FOR AFMAG

Dispatched  
26 OCT 1943  
AMG

Handwritten note at the bottom right: "Air 20 452.1 1449".

~~CONFIDENTIAL~~

DECLASSIFIED  
DOD Hqs  
8 Jan & 20 June 1974  
By: ~~ALJ/RR~~ ACJ Date: JG-2-X

B-26 Changes

Asst C/AS, MMD

26 Oct 43

Asst C/AS, OCR

2  
Capt Mason/alj/72485

1. Attention is invited to Paragraph 1 of Comment No. 1 for preparation by your office of the reports requested.

2. With respect to the change in angle of incidence on the B-26 wing, a representative of this office viewed and flew in the airplane on Saturday, 23 October 1943. Considerable improvement in take off and landing characteristics was evident. However, in the short time available to consider this change, sufficient data could not be obtained to make a proper decision. There may be disadvantages which were not and could not be apparent during this brief inspection. For example, it is understood that because of the increased angle of the wing, the wing tanks cannot be filled, approximately 70 gallons of fuel tank space being unusable.

3. As to other changes suggested by the Martin Company, the attitude of this office is substantially this: While we are definitely opposed to any change in the plans for tapering off B-26 production, it is felt that any changes which will improve the combat effectiveness of the airplane at no cost and with no loss in production should be accepted. Nevertheless, these changes as well as the wing change have not been evaluated by the proper Air Force agencies and until this is done no definite statement of a requirement is possible. It is the opinion of this office that the Materiel Command should evaluate and report on all suggested changes, that the Proving Ground Command should test them and report on the degree of improvement they offer over current installations, and that the Army Air Forces Tactical Center should consider and report on their tactical adaptability. It is recommended that such a testing program be accomplished before any action is taken on the proposed changes.

4. This office can see no requirement for the attack nose on the B-26.

1 Incl  
A/c  
M.E. Sec \_\_\_\_\_  
Bomb Br \_\_\_\_\_  
Req Div \_\_\_\_\_

MERVIN E. GROSS  
Brigadier General, U. S. Army

*Handwritten:* 448 452.1 1048

*Handwritten:* File 10/30/43  
cc 10/30/43

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2 448 452.1 1048

~~CONFIDENTIAL~~

DECLASSIFIED  
000 lrs  
1 Jan & 20 June 1974  
By ALH/HHC/Don 10-7-76

B-26 Changes

IN TURN:  
AC/AS, OCAF  
AC/AS, NMSD  
Deputy Chief of Air Staff

24 Oct 43

EXP/evi/6371 <sup>1</sup>

1. Please give me a report on production delays, cost, affect on interchangeability, etc., of the angle of incidence change in the B-26.
2. General Giles feels that we should approve that change, and possibly the access door, but no others. The "tapering off" of the Martin line should continue as planned.
3. Do we have a requirement or need for the 6-gun nose or other armament changes? Don't believe we need it with the airplanes going out.

Dispatched  
25 OCT 1943  
MAG

1 inel  
"Summary of B-26E Prototype  
Changes" 22 Oct 43 issued by  
Glen L. Martin Company.

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

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@ 10/25/43

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DECLASSIFIED  
DOD Hqs  
8 Jan & 30 June 1974  
By NAJ/HIT/AC, Date 10-7-90

Production of P-39's and P-63's.

AC/AS, M&D

22 Oct 43

Deputy Chief of Air Staff

ESP/ova/6371<sup>1</sup>

1. At a conference the other day with Larry Bell, General Giles gave him instructions that his production must not fall below 600 per month. This could be either (or both) P-39's and P-63's.
2. This confirms his directive to me to have the information passed on to you for necessary action.

Dispatched  
23 OCT 1943  
AAG

COPY TO: AC/AS, O&R

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

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DDO Hqs  
8 Jan. & 20 June 1974  
by Ally/HLL/SG: Dana J. 2-76

21 October 1943

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES

SUBJECT: Development of Jet-Propelled Aircraft  
by the Army Air Forces

1. Attached hereto for your signature is a suggested reply to a memorandum from the Under Secretary of War to the Commanding General, Army Air Forces, dated 13 October 1943, relative to the above subject.

2. In the suggested reply there is presented a brief review of the Army Air Forces jet-propulsion activity from the time the original development was undertaken up to the present, together with a brief description of the jet-propulsion activities being carried out by the Bureau of Aeronautics and the NACA. Also included is a brief description of liaison being carried out between the Army Air Forces, Bureau of Aeronautics, Bureau of Standards, and other interested activities.

3. There is available a 15-minute film with commentary showing the XP-59A in flight.

B. E. MEYERS  
Brig. General, U. S. A.  
Acting Assistant Chief of  
Air Staff for M. N. & D.

1 Incl.  
Memo for USW

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cc 11/2/43

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8 Jan & 20 June 1974  
by 21/174 J.C. Duns/10-7-76

Allocation of the Fiftieth B-29 to the Reconnaissance Program.

Asst. Chief of Air Staff, Plans.

25 October 43

Chief of the Air Staff.

1  
MAL/mdg/5265

1. The Chief of the Air Staff does not desire to direct the action recommended in Section III of the attached memorandum until the opinions of Brigadier General K.B. Wolfe reference this matter are determined.

2. After General K.B. Wolfe has been contacted the study may be resubmitted for final decision.

Dispatched  
25 OCT 1943

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

Att: Memo for C/AS fm. Gen.  
Kuter, 10-22-43 w/incls.

AG 450.1 (1047)

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AG 452.1 (1000)



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REF ID: A66711

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1 Apr 6 20 June 1974  
by ALM/MLL/AC/DAW/10-2-76

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1043

TO: General Giles  
FROM: General Meyers

October 25, 1943  
Comment No. 2.  
BWC/ss/71500 4C-871

1. The Production Division, Materiel Command, upon investigation of the Martin Company finds that the engineering for the 3 degree angle of incidence change on the B-26 can be put into the production line in approximately 60 days from date of go-ahead. The Martin Company have released this change to their production planning and tooling department, although they state they have actually made no procurement of the necessary parts as yet. The release for production planning and tooling was made entirely upon the responsibility of the Martin Company and was not authorized by the Materiel Command. The Martin Company further states that there will be no show-down in production to incorporate this change, although that is questionable in light of past experience.

2. In view of the fact that this change is this far along and better the take-off characteristics of the airplane for the younger pilots, it is recommended that Materiel Command be authorized to give Martin an immediate go-ahead on this particular change. It is further recommended that the other changes demonstrated by Martin last Saturday, such as the relocation of the turret and the waist gunners, and the installation of the attack version nose, be disapproved due to the already advanced stage of development of this model; but that only such minor changes as will be authorized by AC/AS, MM&D be incorporated from here on out because of the program status of the B-26 airplane.

*for*  
B. E. MEYERS, BRIG. GEN., U.S.A.,  
Acting Asst. Chief of Air Staff, MM&D.

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DECLASSIFIED  
 DOD ltr  
 8 Jan & 20 June 1974  
 by NA/WH/IC/DA/10-7-76

Change in B-26.

General Meyers

Chief of the Air Staff.

27 October 5

3  
 MAL/mdg/5265

1. The Chief of the Air Staff has approved the introduction of an additional 3 degree of incidence in the wing of the B-26 type airplane. No other change will be permitted in this aircraft.
2. The Asst. Chief of Air Staff, Operations, Commitments & Requirements has likewise been notified of this decision.

MILLARD A. LIBBY,  
 Colonel, G. S. C.,  
 Secretary of the Air Staff.

Dispatched  
 27 OCT 1943  
 AAG

*File ops/43*

Air Ob 452.1 (1043)

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DECLASSIFIED  
 DOD ltr  
 8 Jan & 20 June 1974  
 by NA/WH/IC/DA/10-7-76

Change in B-26

General Meyers

General Giles

October 20, 1943

1.

General Arnold has been informed that by changing the B-26 to include approximately a 3 degree angle of incidence, it will be a much better airplane. Further that there would be no delay in production.

Direct that this change be cleared through the Material Division and recommendations as to whether or not this change should be made be forwarded to this office within the next four or five days.

Dispatched  
 22 OCT 1943  
 AAG

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

*WAG 459.1*

(1043)

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*22 Oct 43*

*air ob 452.1 (1043)*

DECLASSIFIED

DDO 1875

8 Jan. & 20 June 1974

By NA/IR/IC Date 10-7-76

Winterisation of B-17 And B-24 Aircraft to be Ferried Over the North Atlantic.

AC/AS, Operations, Commitments & Requirements -  
ATTENTION: General Gross  
Chief of the Air Staff

26 October 43

MAL/mdg/5265

1. Note approval of the action recommended in Section II of the attached memorandum for the Chief of Air Staff.
2. Your attention is invited to the comments of the Chief, Materiel Division, as stated in Paragraph 2 of the preceding comment.

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

Dispatched  
26 OCT 1943  
MLB

Incl. n/c

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DECLASSIFIED  
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8 Jan & 30 June 1974

By SP-11/1111 JC: Date (0-7)-76

~~RECLASSIFIED~~

Winterization of B-17 and B-24 Aircraft to be Ferried over the North Atlantic

TO: Chief of the Air Staff  
FROM: Chief, Material Division, HHD

Date: OCT 25 1943  
Comment No. 2  
HHD:das - 3061

1. The Material Division concurs in the discussion and action recommended of the attached study.
2. It is desired to point out that there will undoubtedly be some delay in this movement if the alcohol de-icing provision is to remain, due to the critical procurement problem of pumps and other accessories and the actual installation time required.

1 Encl.  
n/s

S. W. GHIDIAN,  
Brig. General, U.S.A.,  
Chief, Material Division.

*Handwritten:* OMA 1/58.1  
1042

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DECLASSIFIED  
DOO lrs.  
8 Jan & 26 June 1974  
By ALM/HHL/IC Date 10-7-76

19 October 1943

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Winterization of B-17 and B-24 Aircraft to be Ferried Over the North Atlantic.

I. Discussion

1. As a result of cold weather tests by the Alaskan Cold Weather Detachment in Alaska last Winter, a conference was called this Spring to determine the winterization requirements for U. S. Army aircraft this Winter. This conference was attended by representatives of the Materiel Command, OCAF, WMSD, and the Alaskan Cold Weather Detachment. As a result of this conference, Winterization Office Directive #17, dated 1 May 1943, was published, which stated that alcohol would not be used for carburetor deicing of B-17 and B-24 aircraft, and would be eliminated immediately.

2. On the twentieth of September, 1943, this office was officially notified that carburetor alcohol deicers would be required on B-17 and B-24 aircraft departing from Presque Isle beginning the fifteenth of October and continuing until the first of May, 1944. Strict adherence to this requirement may result in a delay of aircraft departing via the Northeast Ferry Route.

3. The Materiel Command was immediately notified by this office of the change in winterization requirements for B-17 and B-24 aircraft which would be ferried over the North Atlantic. However, since plans had not been previously made for this particular installation, it is feared that delays will most likely result before a program for making this carburetor alcohol installation can get under way.

4. From tests conducted by the Alaskan Cold Weather Detachment, it was concluded that alcohol deicing will keep ice from forming, but will not clear severe ice out of the carburetor as efficiently as heat. On every occasion where carburetor ice was indicated, the alcohol was turned on and in every instance failed to remedy the situation. For turbo supercharged installations, extensive parallel tests conducted by the Alaskan Cold Weather Detachment conclusively demonstrated that ice would be removed from carburetors in every instance by closing the intercooler shutters and applying carburetor heat. It is concluded that alcohol systems for carburetor deicing can be dispensed with for turbo supercharged aircraft. Both B-17 and B-24 aircraft are turbo equipped and have full closing intercooler shutters.

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II. Action Recommended

It is requested that the directive which requires alcohol carburetor deicing be installed on B-17 and B-24 aircraft flown over the Northeast Ferry Route be reconsidered and that paragraph 7b of Winterization Directive #17, dated 1 May 1943, govern.

MERVIN E. GROSS,  
Brig. General, U. S. Army,  
Deputy Asst. Chief of Air Staff,  
Operations, Commitments, and  
Requirements.

~~SECRET~~

Winterization of B-17 and B-24 Aircraft to be Ferried Over the North Atlantic.  
AG/AS, Materiel, Maintenance & Distribution. 21 October 43  
Chief of the Air Staff.

MAL/pdg/565<sup>1</sup>

Your comments and reference the attached study are desired.

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

Att: Memo for C/AS fm.  
OC&R, 19 Oct. 43.

Dispatched  
22 Oct 1943  
AAG

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File  
0122 Oct 43

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Air ab 452.1 (1042)



Pathfinder Modifications for the B-24H Airplanes

TO: AG/AS, H&D - Attn: Colonel Brentnall  
FROM: Deputy Chief of Air Staff

DATE 19 Oct 43

COMMENT NO. 4  
ESP/eva/6371

1. Approved.
2. Changes on small numbers of special airplanes, such as Pathfinders (i.e., changes necessary to fit them to do the job), need not be coordinated down here. You O.K. them in H&D.

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

Dispatched  
19 OCT 1943  
H&D

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ca 19 Oct 43  
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DECLASSIFIED  
DOO ltrs  
8 Apr & 20 June 1974  
By ALH/HLJG, Date 10-7-76

*P*

AFHQ

16 October 1945

MEMORANDUM FOR CHIEF OF AIR STAFF

Subject: Asst. C/AS, OC&R, B-29 Project Officer

1. For your information, Lt. Colonel Kenneth E. Gibson has been designated as the Officer responsible in the Office of Assistant Chief of Air Staff, Operations, Commitments and Requirements (Requirements Division, Bombardment Branch), for all matters pertaining to the B-29 Project.

2. Lt. Colonel Gibson will be available to handle all special and routine matters within the functional responsibilities of Operations, Commitments and Requirements that deal with this project.

3. Lt. Colonel Gibson may be reached on Extension 5611, in Room 4B-128.

H. A. CRAIG  
Brig. General, U. S. Army  
Assistant Chief of Air Staff  
Operations, Commitments and  
Requirements

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

~~SECRET~~

DECLASSIFIED  
GDD 105  
8 Jan & 20 June 1974  
By NA/HR/10 JC, Date 10-7-76

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

AFREQ

16 October 1943

MEMORANDUM FOR CHIEF OF AIR STAFF

Subject: Asst. C/AS, OCAR, B-29 Project Officer

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2. Lt. Colonel Gibson will be available to handle all special and routine matters within the functional responsibilities of Operations, Commitments and Requirements that deal with this project.
3. Lt. Colonel Gibson may be reached on Extension 5611, in Room 4E-128.

*H. A. Craig*  
 H. A. CRAIG  
 Brig. General, U. S. Army  
 Assistant Chief of Air Staff  
 Operations, Commitments and  
 Requirements

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*10/23/43*



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DECLASSIFIED  
 DOD Hqs  
 8 Sep & 20 June 1974  
 By AF/HH/DC Date 10-9-74

AFARP  
 GJ:mcc  
 71127  
 vta: 3 Nov 43

5 Nov 43

The President  
 The White House  
 Washington, D. C.

Dear Mr. President:

In connection with the November 1943 review of allocations to the United Nations of 1944 aircraft production, I would like to establish three fundamental rules to serve the United States representatives as basic guides in their discussions with other United Nations representatives.

The first and most important of these, I believe, is to establish as first priority from United States production the aircraft required to support the U. S. Army Air Forces 273 Group Program. The second basic factor is that aircraft should be allocated to others of the United Nations in proportion to the ability of each nation to bring those aircraft to bear against the enemy in accordance with planned strategical uses of the various air forces. The third fundamental rule I should like to establish is that commitments should be made on the basis of all participants, including the USSR, sharing proportionately in any reduction in aircraft availability due to production slippage.

In the past, our commitments to the beneficiary nations have been firm and any slippage in production has been borne largely by the U. S. Army Air Forces and the U. S. Navy. This has resulted in a reduction to the Army Air Forces in some cases which interfered with planned commitments to training and combat units.

I am attaching Tab "A" which shows differences in estimated aircraft deliveries for 1943 between Policy "A" (present) and Policy "B" (proposed). You will note that if all nations had shared proportionately in production slippage, the U. S. Army Air Forces would have received 1,555 more airplanes in 1943 based upon September 30th estimates.

Your approval of the three fundamental rules stated above will assist materially in the determination of logical recipients of aircraft to be brought to bear against the enemy.

Sincerely yours,

*By hand says AFARP*

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

DECLASSIFIED

Incl -  
 Tab "A"

COPY TO: AIR AG

*File 4115/1039*  
*Arnold 452 / 1039*

DECLASSIFIED

DECLASSIFIED  
 DOD Hqs  
 8 Sep & 20 June 1974  
 By AF/HH/DC Date 10-9-74

A COMPARISON OF  
 1943 ESTIMATED AIRCRAFT DELIVERIES TO UNITED NATIONS  
 UNDER POLICY "A" AND POLICY "B"

Present Policy - "A" Allocations to Russia and smaller recipients "guaranteed" for the year. Britain and Dominions receive all of allocations to them if 80% of B-L is met. Army and Navy share alike in all reduced production.

Proposed Policy - "B" All recipients on the same basis for the year as a whole, sharing equally the "slippage" in production.

	P-24	P-25	P-26	A-20	A-24	A-25	P-39	P-40	P-51	Total
U.S. Army Air Forces	+ 77	4132	4107	4193	+ 70	+ 17	4758	4126	+ 75	41555
U.S. Navy	- 1	+ 11	- 71	0	0	0	0	0	0	- 61
Britain	- 76	- 53	- 36	0	0	0	0	- 36	- 75	- 276
Britain for Russia	0	0	0	0	0	0	-461	0	0	- 461
Russia	0	- 50	0	-193	0	0	-297	-36	0	- 576
China	0	- 11	0	0	0	0	0	- 18	0	- 29
H.I.I.	0	- 29	0	0	0	0	0	- 3	0	- 32
Australia	0	0	0	0	0	- 17	0	- 19	0	- 36
New Zealand	0	0	0	0	- 31	0	0	- 11	0	- 42
Canada	0	0	0	0	0	0	0	- 3	0	- 3
Latin America	0	0	0	0	- 13	0	0	0	0	- 13
French Forces	0	0	0	0	- 26	0	0	0	0	- 26

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TAB "A"

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DDO RFS

9 Jan & 29 June 1974

By ALJ/MLC, Date 10-7-76

TO: AC/AS, Plans  
Attn: General Jamison  
FROM: Secretary of the Air Staff

DATE 28 Oct 1943

COMMENT NO. 2  
LVM/1a/71589

1. General Perrin desires that the attached papers be worked up in the correct form for presentation to the proper agencies for approval, so that in the event actual production falls below proposed, cuts in allocations will be shared proportionately.
2. It is our understanding that a study is now being conducted by the Plans Division on production, allocations, etc.
3. Return of these papers to this office is requested so that they may be re-submitted to General Arnold.

Dispatched  
29 OCT 1943  
AAS

Incls  
n/c

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

*000 452.1  
1039*

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10/29/43*

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DOO HRS  
8 Jan. & 20 June 1974  
By: WJH/AC, Date: 10-7-76

B-29 Project.

AC/AS, Material, Maintenance and Distribution.

17 Oct. 1945

Deputy Chief of Air Staff.

HSP/gmd/CSVI<sup>1</sup>

Reference to General Arnold's instructions to General Wolfe as mentioned in the attached teletype is correct. The airplane is felt to be good enough now, and is to be left alone.

Dispatched  
18 OCT 1945  
AMS

HERWIN S. PERLIN,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

Incl:

Teletype, PES-T-589,  
dtd. 10/13/45, to  
AC/AS, MWD.

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18 Oct 45

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Handwritten: By Fredrick Engstrom  
Date 452.1 (1038)



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RECEIVED  
OCT 13 1943  
PROD. DIV.  
AFAMC

PES-T-389

10/13/43

ASSISTANT CHIEF OF AIR STAFF

MMAD

EXTRA PRIORITY

B-29 TYPE AIRPLANES, NACELLE REDESIGN PROGRAM INCLUDING HEATED WING DE-ICING FEATURES. CONSIDERABLE PRESSURE HAS BEEN PUT ON BOEING SEATTLE ENGINEERXX ENGINEERING AND THE B-29 PROGRAM TO INCORPORAEXX INCOXX INCORPORATE HEATED WING DE-ICING IN SUBJECT AIRPLANES FOR NEXT WINTER. THIS ACTION HAS BEEN DONE IN CONFRMXX CONFORMANCE WITH DIRECTIVE REFERENCE AFDMA-1-187 DATED 30 AUGUST WHICH IS QUOTED IN PART AS FOLLOWS QUOTE

HOWEVER, IT IS THE UNDERSTANDING OF EVERYONE CONCERNED THAT THE HEATED WING DE-ICING EQUIPMENT WILL BE INSTALLED, NOT JUST AT THE CONVENIENCE OF THE MANUFACTURER, BUT TO BE IN OPERATION, FULL WORKING ORDER, AND ROLLING OFF PRODUCTION LINES IN TIME FOR OPERATIONS DURING THE FALL AND WINTER OF 1944 AND 1934 XXXX 1945 UNQUOTE. ALL ENGINEERING EFFORTS TO DATE INDICATE THAT IT IS NOT PRACTICABLE TO INSTALL THE REQUIRED HEAT EXHCXX EXCHANGERS IN THE PRESENT NACELLES AND THIS FACT HAS SO FR XX FAR DICTATED THE NECESSITY FOR NACELLE REDESIGN FOR THESE AIRPLANES. IT NOW BECOMES APPARENT THAT ALL THESE EFFORTS HAVE REACHED THE FOLLOWING STALEMATE:

A. 160 AIRPLANES WORTH OF NACELLES PER MONTH ARE REQUIRED TO MEET THE PRESENT B-29 PROGRAM PEAK. THIS DOESN XX DOES NOT INCLUDE SPARES REQUIREMENTS.

B. FISHER STATES OFFICIALLY THAT THEIR PEAK NACELLE CAPACITY IS 130 AIRPLANE SETS PER MONTH TOTAL INCLUDING SPARES. PEAK TO BE REACHED

NEXT FALL

WINTER. THIS ACTION HAS BEEN DONE IN CONFORMITY WITH  
DIRECTIVE REFERENCE AFDMA-1-181 DATED 30 AUGUST WHICH IS QUOTED IN  
PART AS FOLLOWS QUOTE

HOWEVER, IT IS THE UNDERSTANDING OF EVERYONE CONCERNED THAT THE HEATED  
WING DE-ICING EQUIPMENT WILL BE INSTALLED, NOT JUST AT THE CONVENIENCE  
OF THE MANUFACTURER, BUT TO BE IN OPERATION, FULL WORKING ORDER,  
AND ROLLING OFF PRODUCTION LINES IN TIME FOR OPERATIONS DURING THE  
FALL AND WINTER OF 1944 AND 1934 XXXX 1945 UNQUOTE. ALL ENGINEERING  
EFFORTS TO DATE INDICATE THAT IT IS NOT PRACTICABLE TO INSTALL THE  
REQUIRED HEAT EXCHANGERS IN THE PRESENT NACELLES AND THIS FACT  
HAS SO FAR DICTATED THE NECESSITY FOR NACELLE REDESIGN FOR THESE  
AIRPLANES. IT NOW BECOMES APPARENT THAT ALL THESE EFFORTS HAVE  
REACHED THE FOLLOWING STALEMATE:

A. 160 AIRPLANES WORTH OF NACELLES PER MONTH ARE REQUIRED TO MEET  
THE PRESENT B-29 PROGRAM PEAK. THIS DOESN XX DOES NOT INCLUDE  
SPARES REQUIREMENTS.

B. FISHER STATES OFFICIALLY THAT THEIR PEAK NACELLE CAPACITY IS  
150 AIRPLANE SETS PER MONTH TOTAL INCLUDING SPARES. PEAK TO BE REACHED  
NEXT FALL.

C. BOEING SEATTLE OFFICIALLY STATES THAT THEY CANNOT FURNISH  
RELEASE ON THE REDESIGNED NACELLE PRIOR TO THE END OF JUNE 1944.

D. CHRYSLER STATES THAT IT WILL TAKE THEM 14 MONTHS AFTER RECEIPT  
OF REQUIRED ENGINEERING INFORMATION TO TOOL UP AND START PRODUCTION ON  
EITHER XX EITHER THE PRESENT OR THE REDESIGNED NACELLES. THEIR PRODU-  
TION WOULD BE REACHED SOMETIME LATER WITH THE USUAL ACCELERATION PERIOD  
REQUIRED.

IT IS UNDERSTOOD THAT GENERAL ARNOLD HAS INFORMED GENERAL  
WOLFE THAT THIS HOT WING WILL NOT BE INCORPORATED IN THE B-29 TYPE  
AIRPLANE.

IT IS CONCLUDED FROM THE ABOVE THAT CHRYSLER MUST BEGIN  
FABRICATING NACELLES IMMEDIATELY IN ORDER TO MEET PRODUCTION REQUIRE-  
MENTS AS PRESENTLY SCHEDULED, THEREFORE THEY ARE BEING DIRECTED THRU  
THE B-29 COMMITTEE TO PROCEED WITH THE FABRICATION OF THE PRESENT  
NACELLES WHICH ARE NOT DESIGNED TO TAKE HEAT EXCHANGERS.

END AFAMC

TECHNICAL EXECUTIVE

RJE

1256Z

~~CONFIDENTIAL~~

DECLASSIFIED  
DDO WTS  
8 Apr 8, 20 July 1974  
By ALM/hil SC: Date 10-9-76

Modification of P-61 Airplane as a Bomber Escort Fighter

TO: AC/AS, CGAR In turn  
AC/AS, ~~MEMD~~  
FROM: Deputy Chief of Air Staff

DATE 16 Oct 43

COMMENT NO. 6  
ESP/eva/6371

Concur with Comment No. 4. Let's skip it.

1 incl n/c

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

Dispatched  
17 Oct 1943  
AMG

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cc 15 Oct 43

~~CONFIDENTIAL~~

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**SECRET**

DECLASSIFIED  
DOO MS  
8 Jan. & 20 June 1974  
by WJH/LLC Date 10-7-76

MEMORANDUM FOR GENERAL CRAIG:

Subject: Estimates of Availability of Tactical Aircraft.

1. The following comments are submitted reference General Meyers' memorandum, dated 30 October, same subject as above.

2. Reference paragraphs 1, 2 and 4, it is realized that there are many contingencies which may arise to introduce inaccuracies in estimates of availability of aircraft, and it is for this reason that ninety per cent (90%) of estimates has been used for tactical planning. However, the one hundred per cent (100%) figures were submitted to AG/AS, OGB, as the best possible estimate of aircraft availability; and in making an evaluation of the accuracy of this estimate, it is believed that the one hundred per cent (100%) figures were properly used in the comparison.

3. Reference is made to the statement in paragraph 3 that the Defense Aid Commitments were changed during the first nine months to the extent of 358 Fighters. This is less than three per cent (3%) of the total estimated production during that period, and, consequently, should not have had a great effect on the result to the AAF.

4. Your attention is invited to the following quotation from paragraph 9: "It is probably true that in our effort to inoculate everyone concerned with the idea of getting this airplane (P-51) as quickly as possible, that the "Tactical Availability Estimates" were over-optimistic. Also, when these optimistic schedules were placed before General Arnold and the rest of the Staff, I personally stated the schedule was beyond possibility but we wanted it set that way to get everyone stretching their necks to the maximum. It is believed that this type of "estimate" is entirely out of place, and it is hoped that any such schedules that are "beyond possibility" will not be allowed to appear in future estimates of tactical availability."

5. It is realized that accurate estimation of future aircraft production is extremely difficult, but when so much depends upon it there is no room for any compromise with the facts. It is comforting to note that AG/AS, MND, is far from satisfied and "will constantly work toward improving these estimates."

6. Recommend no further action.

2 Attachments:

#1 Memo Gen Meyers to Gen Giles  
Oct 30 w/2 incls.

#2 Copy of memo Gen Giles to Gen Echols Oct 15.

M. E. GROSS,  
Brigadier General, USA  
Deputy Assistant Chief of Air Staff,  
Operations, Commitments & Requirements.

(jgd)  
7/10/54  
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 8 Jan & 20 June 1974  
 by DAI/11110 Date 10-1-76

APRAL  
 KPB/ocr  
 Writn 10/7/43  
 Rm 301040  
 Ext 6676

~~SECRET~~

15 OCT 1943

MEMORANDUM FOR GENERAL ECHOLS

Subject: Estimates of Availability of Tactical Aircraft

1. The Army Air Forces program have been based upon estimates of availability of aircraft furnished by the Assistant Chief of Air Staff, W&A. It is axiomatic that the Army Air Forces commitments can be met only if tactical aircraft are available in sufficient quantities to provide:

- a. Attrition replacements for units overseas;
- b. Initial equipment for new units;
- c. Aircraft for the training establishments.

2. The current Army Air Forces Program (revised 12 August 1943) was formulated on the basis of the Aircraft Availability Estimate of July 10, 1943. In accordance with your request only 90% of the estimated availability was utilized in formation of the program in order to make allowance for unforeseen contingencies.

3. In certain models, the actual availability has fallen far short of estimates, especially in the case of fighter types as indicated in the following tabulation:

	Aug	Sept	Oct	Nov	Dec
Estimated Availability <sup>a</sup>	1069	1468	1276	1460	1613
Actual production <sup>b</sup>	974	1036	—	—	—
Shortage	95	432	—	—	—

a - 90% of fighter tactical availability as estimated July 10, 1943 by AGAS/W&A

b - Total factory production delivered to the Army Air Forces from D-8 dated 8/31/43 and 9/30/43, respectively.

The shortage of ninety-five (95) airplanes indicated for August was not serious since it was balanced by the fact that actual losses were less than the rate of 20% which was assumed for planning purposes. However, the September deliveries were insufficient to implement the training and equipping of new units in addition to providing replacements for fighter and reconnaissance units now in combat theaters. Furthermore, the present trend indicates that future fighter production will continue to fall short of requirements to such an extent that the established commitments of the Army Air Forces cannot be met.

*Return to air staff R.3E-1045*

~~SECRET~~

Copy for GENERAL GILES

~~SECRET~~

4. In this connection, the following tabulation is presented showing a comparison between the fighter aircraft estimated in January 1943 to be tactically available during 1943 and the actual deliveries to the Army Air Forces for the period January through September:

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
Estimated Available <sup>a</sup>	570	753	907	1024	1127	1266	1483	1645	1776	1928	2055	2085
Actual Production <sup>b</sup>	615	590	585	1087	984	786	1184	981	1096	—	—	—
Difference	+45	-163	-318	+63	-803	-480	-299	-664	-980	—	—	—
Cumulative	+45	-118	-400	-337	-290	-770	-1069	-1733	-2713	—	—	—

- a. 100% of tactical availability of fighter aircraft (estimate of Jan 1943)
- b. Total factory production delivered to the Army Air Forces from WS-302 dated 8/31/43. September deliveries from D-8, dated 9/30/43.

Every month a new estimate of future production is submitted by your office which is usually reliable for the first few months but invariably becomes increasingly optimistic as it is projected further into the future. It is obvious that this type of forecast makes accurate planning impossible, not only for estimating Air Force capabilities but also for determining requirements for shipping, personnel, and all associated items of equipment.

5. There is another aspect to this failure of production to equal estimates, namely, the commitments to defense aid recipients. On the basis of "estimated" production, promises are made to foreign countries that specific numbers of aircraft will be delivered to them, although in nearly all cases these promises cannot be fulfilled due to the fact that the production schedule is not met. The Russian commitments, however, are firm obligations and must be fulfilled even if the Army Air Forces receive no airplanes whatsoever; for example, the P-39 production for September was estimated to be 452 airplanes, consisting of 242 for Russia and 210 for the Army Air Forces. The actual deliveries, however, were only 316 which, after deducting 234 for Russia, left a balance of 82 for the Army Air Forces or less than 40% of the estimated availability. In the case of other foreign recipients, the effect of decreased production on the Army Air Forces is not so serious since the other foreign governments normally share the shortage. The following figures taken from WS-302, dated 31 August 1943 illustrate this failure to meet defense aid commitments of fighter aircraft during the first eight (8) months of 1943:

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Allocated to Defense Aid	375	358	370	425	435	448	545	555	579	597	605	605
Delivered	340	452	332	226	600	356	491	324	317	—	—	—
Difference	-35	+95	-138	-199	+165	-93	-154	-231	-262	—	—	—
Cumulative	-35	+60	-55	-254	-93	-186	-340	-571	-833	—	—	—

- a. Includes 63 P-40's delivered in 1942 against 1943 allocations to Russia.
- b. September deliveries from D-8 dated 30 September 1943.

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It is unnecessary to point out that the continued failure to meet our obligations has a detrimental effect on the prestige not only of the Army Air Forces but also of the United States Government.

6. Attached hereto is a chart giving a graphic portrayal of comparisons between successive estimates and between estimates and actual deliveries to the AAF of Fighter aircraft.

7. It is desired that action be taken to attempt a more realistic estimate of future tactical aircraft deliveries and that you give this matter your personal attention.

By command of General ARNOLD:

Signed

BARNETT M. GILLES  
Major General, U.S. Army  
Chief of Air Staff

1 Incl  
Graph

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10/15/43*

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DOO IIS  
8 Jan. 6 80 June 1974  
by 111/111 JC Date 10-7-76

Fighter Airplane Range Extension

IN TURN AC/AS, OC&R  
AC/AS, M&D

21 Oct 43

Deputy Chief of Air Staff

ESP/eva/6371

The latest report indicated that we are ordering 200,000 75-gallon  
drapeable tanks. Do we actually have a requirement for this large number  
of small tanks? Also, 100-gallon paper tanks; why not concentrate on the  
150-gallon size?

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

*228 4521 (1032) B.*

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10/28/43*

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*228 4521 (1032) B*



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DOO ltrs  
8 Jan, & 20 June 1974  
By ALH/HR LCP Date 10-7-74

Characteristics for Experimental Airplanes.

Chief of Air Staff, Attn: Capt. L. V. Burgh, Rm. 3E-1035

14 Oct. '48

AD/AS, M.H.A.D., Materiel Division

1  
RMS:hbr/71180

1. Forwarded herewith are revised characteristics data sheets for each of the following airplanes: XA-26B, XA-28, XB-29, XB-32, XB-35, XB-36, XB-39, XB-40, XP-47B, XP-49, XP-51B, XP-55, XP-67, and XP-75.

2. There is also attached one each performance chart for the XP-55 and XP-75 airplanes; and revised data sheets for insertion in Book 54 for XP-47J, XP-61, XP-62A, XP-72, and YB-44; and one each performance chart for the XP-47J, XP-61, and XP-62A airplanes.

R. C. WILSON,  
Colonel, Air Corps  
Chief, Development Engineering Branch

Incl:  
As indicated above.

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8 Jan & 20 June 1974

By *Blair Hill JC* Date *10-7-76*

Mosquito IX Aircraft

AC/AS, Materiel, Maintenance & Distribution

10 Oct 1943

Secretary of the Air Staff

MAL/ia/5265

1

1. The Chief of the Air Staff desires a statement be rendered by comment hereon as to the present status of procurement of Mosquito type aircraft.
2. In this connection, the following postscript is quoted from a personal letter addressed to General Giles by General Eaker on 2 October 1943:

"Just this minute a letter came in from Air Ministry stating that you now wanted Mosquito IX Aircraft in lieu of the Mosquito VI. You are indeed right on this. It would be much better to take the IX's at a later date instead of the VI's now."

3. The Chief of the Air Staff wants assurance that we are not getting any Mosquito VI Airplanes.

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

*OK 452.1*  
*(1058)*

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10 OCT 1943  
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*10/11/43*

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8 Apr. & 20 June 1974  
by AL/1111 IC, Date 10-7-76

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1944 Aircraft Requirements to Sustain the AAF 273 Group Program 9 OCT 1943

AC/AS MM&D THRE; C/AS

wm: 7 Oct 43

AC/AS, Plans

3  
GCJ:mms 71127

1. Subject paper setting forth Army Air Forces aircraft requirements for 1944 to sustain the 273 Group Program is forwarded recommending approval with the following stipulations:

- a. That the approved recommendations of the Army Air Forces Requirements Board be put into effect where conflicts exist in types and models as prescribed by AC/AS OC&R in this paper.
- b. That continuous effort be made by the AC/AS MM&D to find ways and means to increase production of long range bomber and fighter aircraft.

2. The requirements for types and models of aircraft as presented by AC/AS OC&R are based, to a large degree, upon the availability of aircraft as foreseen at a time when we were fighting a defensive war. This is particularly true in the case of fighter aircraft as evidenced by the preponderance of short range fast climb defensive fighters in the program. Now that we have taken the offensive every effort should be made to produce long range fighters and bombers to the maximum.

Incl n/s

L. S. KUTER,  
Brigadier General, U. S. A.

Date: 16 Oct. 43

Comment No. 4

To AC/AS MM&D

1/106

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8 Jan. & 20 June 1974  
By AL/1111 JC Date 10-7-76

Allocation of Aircraft.

AC/AS, Operations, Commitments & Requirements -  
ATTENTION: Allocations Division.  
Chief of the Air Staff.

14 October 1943

MAL/mdg/5265 <sup>1</sup>

1. Note the attached request.
2. The Deputy Chief of Air Staff (General Perrin) suggests an A-29 or a B-34 may be available for this project.

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

Att: Memo for C/AS fm.  
Gen. Meyers, 10-7-43.

Dispatched  
14 OCT 1943  
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GPO IWS.

8 Jan. 20 June 1974  
By *ALH/HHC*: Date *10-7-76*

452.1  
1022

TO: Assistant Chief of Air Staff, Materiel, Maintenance & Distribution  
FROM: Air Adjutant General

Date: 8 Oct 43

Comment No. 2  
JBG:JB 5789

For comment, attention being invited to attached Memorandum dated 5 October 1943.

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

1 Incl.- Memo dtd 5 Oct 43 w/incl

*File  
OK  
10/9/43*

Dispatched  
8 OCT 1943  
AMG

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SIGNATURE OF RESPONSIBLE OFFICER						
INTERNAL OFFICE COORDINATION						

~~CONFIDENTIAL~~

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DD Form 135  
1 Jan 60 Issue 1974  
By 11/11/88 JG Date (C-7) 76

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~~SECURITY INFORMATION~~  
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~~SECRET~~

AFATC/OPS/APS/mal

October 5, 1943

SUBJECT: Plans for Removal of Camouflage for ATC Airplanes.  
TO: Commanding General, Army Air Forces, Washington, D.C.  
(Attention: Deputy Chief of Air Staff)

1. In accordance with A.A.F. Regulation 65-64, camouflage will be removed from all transport aircraft other than those that are to be exposed to combat. The North Atlantic Wing, the African Middle East Wing and the Pacific Wing have routes through combat areas and letters have been written to these Wings asking that the Theater Commanders be consulted in defining present combat zones.
2. Of the new aircraft which will be assigned to this Command, it is desired that with the exception of the C-46 aircraft yet to be assigned to Project 7 and 8 for the India-China Theaters, all C-46 aircraft allocated to this Command be produced without camouflage. It is also the desire of this Command that all C-47 aircraft allocated to the Command be produced without camouflage, however, since the major part of the C-47 aircraft have been allocated to the Troop Carrier Command and must be camouflaged, it may not be practicable to produce the limited number allocated to this Command without camouflage. C-54 and C-87 type aircraft, inasmuch as they are traveling in and out of the combat areas, should be camouflaged.

For the Commanding General:

2 Incls:  
R&R fr DC/AS, dtd 9/11/43  
AAF Regulation 65-64.

FRED M. GLASS,  
Major, Air Corps,  
Executive, Operations.

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DDO 189  
6 Jan & 20 June 1974  
By NA/HLIC/DAW/le-7-76

SUBJECT: AAF Regulation No. 65-62.

*4445201*  
*(1051)*

TO: Chief, Management Control (Organizational Planning Div.)

Date 7 October 1943

FROM: Air Adjutant General.

Comment No. 1

Referred as a matter pertaining to your office.

2 Incls.  
n/c

*Dispatched*  
*7 OCT 1943*  
*AGG*

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

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*AGG*  
*10/11/43*

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SIGNATURE OF RESPONSIBLE OFFICER			DECLASSIFIED			
INTERNAL OFFICE COORDINATOR	<i>MDH</i>		<del>CONFIDENTIAL</del>		<i>4445201 (1051)</i>	



MINUTES OF MEETING  
OF  
ARMY AIR FORCES AIRCRAFT REQUIREMENTS BOARD

DECLASSIFIED  
DOO HRS  
8 Jan & 20 June 1974  
By 444/HILAC Date 10-9-76

1. The Army Air Forces Aircraft Requirements Board met at 2:00 P.M., October 2nd in the office of The Chief of the Air Staff, the following being present:

- Major General Barney M. Giles
- Brig. General Howard A. Craig
- Brig. General Laurence S. Kuter
- Brig. General E. S. Ferrin
- Brig. General O. C. Jamison
- Colonel Marvin E. Gross
- Colonel J. W. Sessums

2. Recommendations:

- a. B-29, B-32, B-17, B-24 airplanes - No change in schedule production at this time.
- b. P-51 and P-38 airplanes - Increased P-51 to 500 a month, as quickly as possible. Increased P-38 production to maximum.
- c. Medium Bombardment airplanes - Make no change in present schedules except to expedite A-35 as rapidly as possible.
- d. A-24, A-25, A-35 airplanes - Stop production as rapidly as possible.
- e. AT-11 airplanes - Eliminate from production as rapidly as practicable consistent with producing a total of 225 during January, February, March, April (1944).
- f. C-87 - Step up production from 10 a month to 25 a month throughout 1944.
- g. C-62 - Bring in C-62 (Troop Carrier Command airplane) by expediting the production contemplated by Fairchild Aircraft Corporation.
- h. Utility Cargo airplanes - Meet the 1944 requirement for this type of airplanes (2,500 airplanes in 1944) with the production of C-45, C-64, and conversion of AT-11.
- i. The Assistant Chiefs of Air Staff, Training and MABD to confer as to requirements for AT-21 airplanes; AC/AS, MABD to make available for test and evaluation AT-21's now at the factory; the AC/AS, Training to render report to the Aircraft Requirements Board, through AC/AS, OCR within 10 days, or about October 14.
- j. Increase AT-6 production to meet all requirements for single-engine AT-type airplanes, eliminating the BT-13 and BT-15.

4444521 (1020)

Copy for General Arnold

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DOO HRS  
8 Jan & 20 June 1974  
By 444/HILAC Date 10-9-76

k. Stop production of the L-4 and L-3 liaison type airplanes - Meet 1944 liaison airplane requirements by production of L-4 and L-5 at the following rates:

L-4	100 per month during 1944 to a total of 1,200
L-5	200 per month during 1944 to a total of 2,400

l. P-72 - Continue the construction of the first 3 airplanes only. The first airplane as originally planned; the second airplane to provide for a 600-mile radius of action at cruising speed, plus 15 minutes combat operation; the third airplane to provide for a 1,000-mile radius of action at cruising speed plus 15 minutes combat operation. The cruising speed must be that which will enable the airplane to accompany heavy bombardment aircraft which will be in production at the time it is contemplated the P-72 might be placed into production.

*Merwin E. Gross*  
MERVIN E. GROSS  
Colonel, Air Corps  
Recorder

4 Oct. 1943

Approved, and forwarded to Asst. Chief of Air Staff, MABD for action:

Barney M. Giles  
Major General, U. S. Army  
Chief of the Air Staff

Copies to all members and 1 to General Arnold.

*File  
LJK  
10/11/43*

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- 2 - ~~SECRET~~

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000 hrs.  
8 Jan & 20 June 1974  
By AL/1111 AC: Dae/10-7-76

Dissemination of Information on the B-29 Airplane.

AC/AS, MM&D (Attention: General Meyers)  
Deputy Chief of the Air Staff.

30 Sept 1943

1  
ESP/cmc/6571

The B-29 will still be considered a secret project until such time as there are quite a number in the 2nd Air Force for training purposes when, it is believed, we can reduce its classification to "confidential".

Dispatched  
1 OCT 1943  
ARC

ERWIN S. FERRIN,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

Incl: Secret Memo for CG, AAF,  
frn Gen. Meyers, MM&D, (undated),  
subject as above.

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4521 (1019)

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DDO ltr  
8 Jan & 20 June 1974  
By ALH/LLIC Date 10-2-76

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Dissemination of Information on the B-29 Airplane.

1. It is requested that a definite expression of policy be issued as to participation by the British in any of the accelerated service tests now under way on the B-29 airplane.

2. The British have in the past from time to time made repeated requests for engineering and operating information on the B-29. Through the medium of the Joint Aircraft Committee they are, in general, familiar with most of the B-29 development history and production schedules.

3. Recently, the Ministry of Aircraft Production, through Air Vice Marshal Mansell, RAG, has requested permission for a British flight test crew to visit this country for the express purpose of participating in some of the accelerated flight tests of the B-29. This has been persistently discouraged by this office due to the fact that we are permitting nothing to interfere with General Wolfe getting these airplanes operational. General Giles once expressed the thought in the presence of Air Vice Marshal Mansell that he felt the British visit might be arranged after we had 20 or 25 of these airplanes out flying. This has therefore led to periodic inquiries as to what would be an acceptable date for the British crew to make their visit.

4. There is likewise the question of British visitors to the B-29 factories. Recently a British officer, presumably attached to General Baker's Eighth Air Force Staff, visited this country and wanted to inspect the B-29. He was refused entry by this office and by General Wolfe's people, although it is understood that the Office, Chief of Air Staff, was later contacted, and reversed the decision.

5. Executive Agreement Series 368, covering an agreement between United States and Great Britain (based on the Hull-Hallifax Treaty) covers the question of interchange of technical information, patent rights, manufacturing processes, etc., between the two countries. The existence of such agreement and the general concept that there are no "secrets" between the two countries, makes the situation rather ticklish when it comes to denying British requests for technical information, visits of inspection, etc. It is

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DECLASSIFIED  
DDO ltr  
8 Jan & 20 June 1974  
By ALH/LLIC Date 10-2-76

Memo for Commanding General, Army Air Forces  
Subject: Dissemination of Information on  
the B-29 Airplane.

therefore necessary, particularly with the overall interest in the current B-29 general project, that a statement of policy be furnished for the guidance of Army Air Force Staff Sections and Commands interested in this matter.

B. E. KEENE,  
Brig. General, U.S.A.,  
Acting Asst. Chief of Air Staff,  
Material, Maintenance & Distribution.

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DOO 103

8 Jan 8 20 June 1974  
by ALJ/HML/AC: Date 10-17-76

Dissemination of Information on the B-29 Airplane

AC/AS, WMA.D

13 October 43

Deputy Chief of Air Staff

ESP/ava/6371 <sup>3</sup>

We should continue to keep the British out (on the excuse of interfering with production) until an O.T.U. is in operation.

Incl n/c

Dispatched  
14 OCT 1943  
AKG

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

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DOO Hrs.  
8 Jan. & 20 June 1974  
By 11/11/11 JG, Data (C-5)-76

Estimated AAF Airplane Inventory and Flying Time in Continental U.S.

AC/AS, O.C.&R.

30 Sep 1943

Secretary of Air Staff

1  
WHR/1a/73589

Has attached report been coordinated with O.C.&R. If so it is believed reports of this nature should have such coordination indicated on the face of the report.

1 Incl -  
Report

WILLIAM R. HURT  
Lt. Colonel, Air Corps  
Asst. Secretary, Air Staff

Dispatched  
30 SEP 1943  
283

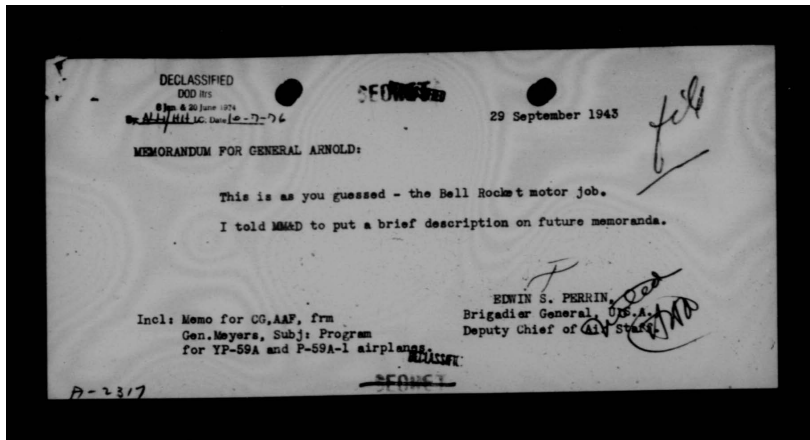
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ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON, D. C.

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DDO 803  
8 Dec 8 20 June 1974  
By *AL-1/111/C* Date *10-7-76*

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

27 September 1943

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES

SUBJECT: Program for YP-59A and P-59A-1 Airplanes *What's it?*

1. Materiel Division, Operations, Commitments and Requirements, and Materiel Command have established the following flexible schedule, with tentative dates, for test and training:

PHASE I

Present until  
10 October 1943

Complete official performance test. Begin long range test and development.

PHASE II

1 November 1943 to  
15 November 1943

Accelerated service test conducted by Materiel Command. Four or five pilots designated by O. C. & R. will participate and will:

- a. Formulate details for tactical evaluation
- b. Form air cadre for Fighter Group. Initial ground cadre will arrive and begin training.

Materiel Command will arrange to accommodate 50 officers and men (new cadre) at Muroc.

PHASE III

15 November 1943

Tactical evaluation will begin at Muroc followed by training of operational pilots as airplanes are delivered. A. S. C. will be acquainted with project. O. T. U. will open its own base (arranged for by O. C. & R.) and begin transfer of activities.

PHASE IV

Complete transfer of operational training to O. T. U. Base. Assumption of maintenance by A. S. C. Continued cooperation among Muroc, A. S. C., and Fighter Group.



*B. E. Meyers*

B. E. MEYERS,  
Brig. General, U. S. A.

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DECLASSIFIED  
DDO RFS  
8 Jan & 20 June 1974  
By NAJ/1111 JC Date 10-2-76

Maintenance Difficulties

AG/AS, MM&D

9 Nov 43

Deputy Chief of Air Staff

ESP/eva/6371 <sup>5</sup>

Has information regarding B-2h propeller trouble been sent to all Air Forces and theaters?

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

Incl n/c

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DECLASSIFIED  
DOO lrs  
4 Apr. & 20 June 1974  
By NH/HALC: Date 10-7-76

Maintenance Difficulties

AC/AS, Material, Maintenance & Distribution -  
Air Services Division  
Chief of the Air Staff

14 October 43

MAL/mdg/5265 <sup>3</sup>

1. Noted.
2. For return of these papers with report referred to in your comment #2 above.

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

Incl. n/c

Disseminated  
15 OCT 1943  
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000 ltr

8 Jan. & 20 June 1974  
By ALH/HHC Date 10-7-76

**Maintenance Difficulties.**

AC/AS, Materiel, Maintenance & Distribution.  
Chief of the Air Staff.

29 Sept. 43

MAL/mdg/5265

1

The Deputy Chief of the Air Staff (General Ferrin) on reviewing the attached weekly report of the Air Service Command, has directed that your office keep him informed of progress toward the elimination of the following difficulties:

- a. V-710 engine failures in P-29Q-10 aircraft;
- b. Malfunction of Propellers on B-24 Airplanes;
- c. Failure of radiator airscopes P-51A airplanes.

WILLARD A. LIMBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff,

Att: MM Ltr to CG, AAF fm.  
Gen. Frank w/1 incl.

Dispatched  
29 SEP 1943  
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DOD 835  
8 Jan & 20 June 1974  
By: A12/HR/SC Date: 10-7-76

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AFAP  
GCJ:mcc  
71127  
wta: 25 Sept 43

29 SEP 1943

Air Chief Marshal Sir Charles F. A. Portal, G.C.B., D.S.O., M.C.  
Chief of the Air Staff, Air Ministry  
Whitehall  
London, W. I.

My dear Portal:

The increasingly strong enemy fighter opposition to the Army Air Forces bomber offensive over continental Europe requires an immediate strengthening of our fighter escort forces.

It may be anticipated that the enemy will put into operation in the near future fighter aircraft far superior to the ones presently being used.

The total planned production of the two suitable types, the P-38 and the P-51, is not sufficient to fulfill requirements. The total P-38 production is already allocated to the Army Air Forces. There are 1200 P-51 airplanes allocated to the Royal Air Force in the remainder of 1943 and the first half of 1944, which are urgently needed to fulfill requirements which cannot be met by the number presently allocated to the Army Air Forces.

I am in full accord with your views as expressed in DCS 309, which states, "If we do not now strain every nerve to bring enough force to bear to win this battle during the next two or three months, but are content to see the 8th Bomber Command hampered by lack of reinforcements just as success is within its grasp, we may well miss the opportunity to win a decisive victory against the German Air Force which will have incalculable effects on all future operations and on the length of the war. And the opportunity, once lost, may not recur." Our most effective and expeditious way of reinforcing the 8th Bomber Command is to provide it with adequate fighter protection, thus reducing attrition.

In view of the urgent need at this critical time for increased Bomber escort, I am asking that you give your consideration to the following proposals:

1. That you place Royal Air Force squadrons, now equipped and to be equipped with P-51 airplanes, under the operational

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COPY TO: Air AG

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control of the Commanding General, 8th Air Force, for use as bomber escort units, until the launching of the OVERLORD operation.

SE

2. That you release to the Army Air Forces sufficient P-51's to equip Army Air Forces Fighter Squadrons to the extent of General Eaker's needs for bomber escort and accept P-47's in return therefor.

I would appreciate your discussing this matter with Eaker and informing me of your decision.

Sincerely yours,

Sed. H. H. Arnold

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

Dispatched  
20 Sep 1943  
AAG

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000 Hqs

8 Apr. & 20 June 1974

by AL-14 H.C. Data /C-7-X

*Brown*

WAR DEPARTMENT  
Headquarters of the Army Air Forces  
Washington

September 25, 1943

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR

SUBJECT: B-29 Project

1. The Army Air Forces have been vigorously prosecuting the special B-29 project for 100 B-29 airplanes to be committed to combat by the end of the current year. This project cannot now be completed this year, due primarily to the lack of combat engines. This shortage of engines has prevented the completion of the airplane test program which in turn has delayed the determination of the airplane's combat capabilities and the training of the combat crews.

2. The latest estimate of engine deliveries and the completion of engine redesign requirements indicates that unless immediate action is taken to improve production deliveries and to accelerate the design program, the entire B-29 program will be seriously jeopardized.

3. We have given the Wright Aeronautical Corporation and the Chrysler operated Dodge-Chicago plant large, expensive installations and the highest priorities for machine tools. It is believed that sufficient capacity has been layed down by the Army Air Forces to meet our requirements. It is felt that what is needed is an intensive, energetic, cooperative effort by these two manufacturers. I asked General Knudsen today to put some dynamite under Kelleher, head of Chrysler, as the Dodge-Chicago plant will be the main source for these engines next year.

4. I wish that you would exert considerable pressure in speeding up the 3350 engine program in order that I can be assured that the B-29 project can be completed early in 1944.

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

cy/hrs

Copy to General Giles ✓

*Ans. d. ls.  
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R.V.B.  
29 Sept 1943*

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~~CONFIDENTIAL~~

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DDO 875  
8 Jan. & 20 June 1974  
By SP4/MLL/CL Date 10-7-76

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8 October 1943

4521 (1004) B

MEMORANDUM FOR GENERAL GILES, CHIEF OF AIR STAFF

**SUBJECT:** Comments on letter from Admiral McCain, dated 4 October 1943, concerning PV-1 and PV-2 airplanes.

1. Immediate and effective help from the use of Vega facilities in acceleration of P-38 production would have required immediate concurrence by the Navy in removal of the PV airplane from the Vega factory. It would also have required immediate removal from Vega of certain PV work in process. After thorough review, the plan involving the use of Vega facilities for acceleration of the P-38 was not considered feasible because of the delay that would be involved in securing concurrence by the Navy, even if it could be obtained, and the subsequent period of time required to effect complete removal of the PV.

2. The letter from Admiral McCain is indicative of the course which the Navy would take in this matter if we had pressed them for removal of the PV program from Vega. This is only the beginning of what past experience has shown us would be a long drawn out exchange of arguments as to the pros and cons of our proposal, and would only result in delay which we cannot afford to risk.

3. As a result of several meetings held on the West Coast subsequent to your recent visit there, three general plans for acceleration of P-38 production were considered, and as a result Lockheed has been instructed to proceed with the plan which involves the use of Consolidated-Fulbee, Nashville, facilities for fabrication of complete P-38 components in its early phases. Execution of this plan involved the selection of the simplest and best-tooled components of the P-38 airplane for removal to Consolidated-Fulbee facilities at Nashville. That plant was selected for initial placement of components to get this plan under way at once. The plan contemplates that Consolidated-Fulbee at Nashville and their subcontractors at Connersville, Indiana, will eventually provide center section

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REF ID: A66000

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Memorandum to General Giles (Continued)

Subject: Comments on letter from Admiral McCain, dated  
4 October 1943, concerning PV-1 and PV-2 airplanes.

and wing aft panel assemblies to Lockheed at the rate necessary for Lockheed to assemble 500 P-38 airplanes per month. As these subcontractors progressively are able to provide quantities of these assemblies, Lockheed will be able proportionately to reduce the production of these assemblies and utilize the manpower and floor space released thereby for acceleration of other components and final assembly at Burbank. The facilities of the Consolidated-Vultee plant at Nashville can be utilized to duplicate tooling and to accelerate any further subcontracting of major components. This facility has floor area now available, machine tools, equipment, personnel, and the necessary "know-how" to initiate and proceed with this project at once. This was considered to be of paramount importance in expediting the program.

4. In order to implement the program for acceleration of the P-38, Lockheed Aircraft Corporation has reorganized their top management structure. This involved the transfer from Vega to Lockheed of three of the strongest executives at Vega and the demotion and separation of certain Lockheed officials. The former Vice-President and General Manager has been removed from active participation in Lockheed management and has been replaced by the President of the Vega Aircraft Corporation. The former Lockheed production manager has been demoted to factory superintendent and has been replaced by the Vega production manager. In addition, certain well-qualified management personnel have been removed from Vega to Lockheed. We may have some repercussions from the Navy as a result of these shifts.

*at this time*

5. It is recommended that no further negotiations be conducted with the Navy toward removal of the PV airplanes from Vega because of the fact that another plan has been adopted which has enabled us to get to work at once, and which as a result it is believed will enable us most quickly to accelerate production and delivery of P-38 airplanes.

Incl.  
Ltr, 10/4/43, from  
Adm. McCain.

S. I. MEYERS,  
Brigadier General, U.S.A.  
Acting AG/AS, W&A

REF ID: A66000

~~CONFIDENTIAL~~

*File  
10/11/43*



~~CONFIDENTIAL~~

AFMA-1  
E.V. Chidlaw/ah/VLSOO  
Room 40 871  
Written 9/27/45

DECLASSIFIED  
DDO No.  
8 Jan. & 20 June 1974  
By NAJ/HLJ/DC/Daw/10-7-76

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**Acceleration of the Lockheed P-38 Program.**

Vice Admiral John S. McCain,  
Deputy Chief of Naval Operations (Air),  
Navy Department, Room 2082,  
Washington, D. C.

1. The most urgent and immediate problem now facing the United Nations is the continuous and unrelenting prosecution of the heavy bomber air effort against Germany. To succeed, it is vital that we provide long range fighter escort for our heavy bombers, to permit ever deeper and deeper penetration into German held Europe.
2. To provide for the increasing need for long range fighter types, it is essential that the production rate of the Lockheed P-38 be accelerated to the utmost. A minimum rate of five hundred (500) per month is essential.
3. To this end I have directed that the Lockheed G-38 be scheduled out of the program; that the G-38 project be suspended as soon as the article now in work is completed; that the sub-contracting program on this aircraft be widely extended; that certain management changes be effected in the Lockheed organization; that all labor within the Lockheed Burbank facility be diverted without delay to the P-38 program - in short, this is our first and highest priority project and nothing must be permitted to interfere with its accomplishment.
4. You are aware of the current manpower problems now confronting the aircraft industry. The situation is particularly critical in the Los Angeles area. The kindred problems of housing and transportation make the Lockheed-Burbank problem one of the greatest. Therefore, to expedite this program to the degree necessary, it is not only essential but mandatory that other less immediate and less essential programs be curtailed in its favor.
5. It is requested that the Navy give immediate consideration to termination of the PV-2 program at Vega. The utilization of this facility, with its already trained personnel, would permit acceleration of the P-38 program more than any other one factor.

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DECLASSIFIED  
DDO No.  
8 Jan. & 20 June 1974  
By NAJ/HLJ/DC/Daw/10-7-76

Ltr to Vice Admiral J. S. McCain.  
Subj: Acceleration of the Lockheed P-38 Program.

6. It is felt that suitable arrangements can be worked out to permit replacement of the current PV-2 requirements by other equally suitable types. Your concurrence is requested.

For and in the absence of General Arnold:

*Signature*

Barney M. Giles,  
Major General, U. S. Army,  
Chief of the Air Staff.

*100-110000-1000*

~~CONFIDENTIAL~~

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DOO WTS  
8 Apr. 6 20 June 1974  
By: ALI/MLIC, Date: 10-2-76

~~CONFIDENTIAL~~

Acceleration of the Lockheed P-38 Program:

Chief of the Air Staff

27 Sep 1943

AC/AS, MM&D

1  
REM:lw 3153

1. Attached is proposed letter to Vice Admiral John S. McCain for General Arnold's signature, recommending that they discontinue production of the PV series airplanes at the Lockheed-Vega plant.

Attach.  
As above.

B. E. MEYERS  
Brig. General, U. S. A.  
Acting AC/AS, MM&D

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DOO Hqs.

8 Jan. & 20 June 1974  
By Michael H. L. Dorn 10-2-74

Disposition of August 1943 U.S. Production Army Cognizance Fighters

AC/AS, COBR - Attn: Allocations & Programs Division

27 Sep 43

Deputy Chief of Air Staff

ESP/ava/6371

1

1. Note General Arnold's comment on the last page of attached study.
2. Why are so many airplanes needed in the United States?

1 incl

SECRET memo to CG, AAF frm  
Stat Control undtd this subj  
w/1 incl, Cy #1 subj study  
(Cy #2 withdrawn in Gen. Arnold's  
office).

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

Dispatched  
28 SEP 1943  
AMB

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

8 Sep. & 30 June 1974  
By ATL/ML MG: Date 10-9-76

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

September 21, 1943

Memorandum for the Commanding General, Army Air Forces

Subject: C-47 Airplane for General Belyaev

1. The C-47 airplane for General Belyaev is at Bolling Field. After being thoroughly double checked, it will be taken to the Washington National Airport.
2. The Air Transport Command has arranged for a crew.
3. General Belyaev is planning to leave for Fairbanks on September 25th.
4. G-2 has cleared.

*BEM*  
B. E. MEYERS  
Brig. General, U.S.A.

*9/24/43*  
*To:*

*Gen Giles*

*[Signature]*

*[Signature]*

*458.1*  
*[Signature]*



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8 Jan 8 30 June 1974  
By 117/1116C Date 10-7-76

Airplane Production

Deputy Chief of Air Staff,

20 Sept. 1943

AC/AS, M. H. & D., Aircraft Distribution Control Br.,  
Central Office

1  
AHHM-4E POW/anal/74323

1. In accordance with General Perrine's instructions attached are tabulations showing differences in distribution of combat airplane production following the proposed blocking policies as compared with present policy, based on August 31, 1943 estimates.

G. H. DYSON  
IA, Colonel, Air Corps  
Acting Control Officer  
Central Office  
M. H. & D.

TO: AC/AS, Material, Maintenance and Distribution

DATE 9-24-43

FROM: Deputy Chief of the Air Staff

COMMENT NO. 2  
REH:je 5246

General Giles directs that you prepare a memorandum for General Arnold to the Chief of Staff recommending that in the event of actual production falling below proposed production, beneficiary governments receive cuts in aircraft allocated to them in proportion to the cut suffered by the Army Air Force. This plan should be confined to 1943 deliveries.

Dispatched  
25 SEP 1943  
RMS

WILLIAM E. HALL  
Brigadier General, U. S. Army  
Deputy Chief of the Air Staff

Incl:  
n/c

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HEADQUARTERS ARMY AIR FORCES

18 Jan & 30 June 1974  
By ALH/WH/IC Date 10-7-76

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: B-29 Engine Difficulties

TO: AC/AS, MM&D  
FROM: Deputy Chief of Air Staff

DATE 22 Sep 43  
COMMENT NO. 1  
ESP/eva/6371

Please give me a brief resume of the B-29 engine troubles and your estimate as to when we will be out of the woods.

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

TO: Deputy Chief of Air Staff  
Attn: Brig. General E. S. Perrin.  
FROM: Asst. Chief of Air Staff, M.M. & D.

DATE 27 Sept. 1943

*Bnr*  
*927*  
COMMENT NO. 2  
*R&B MCD/m/6716*  
*n.50*

1. All subject difficulties to date have been experienced with "model test" and "pre-model test" status R-3350 BA engines which were released for restricted flight operation and subject to special daily inspections. Approximately 150 of the above status engines were produced up to July, 1943, and these engines are being installed in B-29 airplanes up to No. 25 (except No. 10). The difficulties experienced with above engines are listed on attached sheet.

2. Beginning in July, 1943, the "first phase" combat status engines were produced incorporating certain corrective measures, based on extensive ground testing to minimize above listed difficulties. These corrective measures are outlined on attached sheet.

No. 10 B-29 airplane has been equipped with the above "first phase" combat engines incorporating many of the improvements listed, and although limited flight experience has been obtained, results to date are very favorable and represent a marked improvement over the "model test" status engines, described in paragraph 1. On the basis of flight testing to date, it is believed that the introduction in production engines by 15 October 1943 of the 1.4 reduction gear tooth overlap, the chrome-plated top ring and the revised ignition system will provide satisfactory combat engines for the B-29.

3. In order to provide further improvements of a long-range nature, additional features as listed on attached sheet will be incorporated in production of the "second phase" combat engines, beginning in March, 1944, and reaching full production by September, 1944.

*Mech* *Bnr*  
*1500*  
B. E. MEYERS,  
Brig. General, U. S. A.  
*Filey* *8/28/43* *50*

Incl. Sheet listing Diffic. & Correc. Meas. ~~SECRET~~ *air 053 453.1* *1001* *8-1109* *117*

*file by 45-21 (1001)*

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ARMY AIR FORCES  
WAR DEPT. WASH. D.C.

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DDO HRS

8 Jan &amp; 20 June 1974

By: N.H.H.H.C. Date: 10-2-76

DIFFICULTIES AND CORRECTIVE MEASURESON R-3350-BA ENGINES FOR B-29 AIRPLANE1. Major Difficulties.

- a. Stationary reduction gear tooth failures.
- b. Nose section cracking at sump location.
- c. Impeller gear teeth failures.
- d. Exhaust valve failures.
- e. Piston burning.
- f. Ignition system failures at altitude and radio noise.
- g. Link rod failures due to hydraulicing.
- h. Carburetor metering trouble due to plugging of bleeds and backfiring during acceleration.
- i. Push rod housing and inter-rocker box hose oil leakage.
- j. Distributor oil seal leakage.

2. Corrective Measures, "First Phase" combat Engines - Beginning July, 1943.

- a. Strengthened nose section casting in production.
- b. Impeller drive gear springs with reduced tension in production.
- c. Shrouded type stellite exhaust valves in production. Nichrome faced heads and buttress thread valve seats will be incorporated by January, 1944.
- d. New type Garlock distributor oil seals - October 1, 1943.
- e. Chrome-plated top piston ring - by October 15, 1943. A redesigned piston with three chrome plated compression rings will be incorporated in December, 1943, to improve oil control and reduce piston head temperatures.
- f. Stationary reduction gear with 1.4 tooth overlap - October 15, 1943.
- g. Improved ignition system (based on B-17 service experience) with 5 mm. cable, ceramic sleeve terminals, stronger elbows and provision for pressurizing - in production.
- h. New inter-rocker box hose and clamps on service test - in production October 15, 1943. Push rod housing being redesigned to eliminate hose - available November 1, 1943.
- i. Filters and modified bleeds are being installed in carburetor to prevent plugging of bleeds. Revised pressure regulator cap being installed to eliminate lag in acceleration.
- k. Hydraulicing trouble has largely been eliminated by modified starting technique. Intake pipe bleeds on service test.

3. Improved Features, "Second Phase" Combat Engines - Beginning March, 1944.

- a. Pilot sleeve mounting for stationary reduction gear to provide flexibility for propeller shaft motion - March, 1944.
- b. Low tension ignition system - June, 1944.
- c. Fuel injection system - June, 1944.
- d. Oil flow redistribution throughout engine to improve heat rejection.

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8 Jan. & 30 June 1974

By NA/HH/AC Date 10-7-74

B-29 Engine Difficulties

AC/AS, MM&D

Deputy Chief of Air Staff

22 Sep 43

ESP/eva/6371

1

Please give me a brief resume of the B-29 engine troubles and your estimate as to when we will be out of the woods.

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

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Dispatched

22 SEP 1943

AAQ

*By Special messenger*

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*General Counsel  
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DOO WTS  
8 Jan & 30 June 1974  
By: ALM/HLL/JC, Date: 10-7-76

COMPARISON OF HAP & ZEKE

The HAP airplane is a later redesigned model of the Type Zero, Mark 1 fighter ZEKE and has the following differences:

<u>HAP</u>	<u>ZEKE</u>
Wing tips are nearly square	
Wing span about 3 feet shorter	
Ailerons are 11 inches shorter.	
Engine cowling is smaller in diameter.	
Engine is a <u>Sakae</u> model 21.	Engine is a Sakae model 12.
Maximum speed of 340 mph at 16,000 ft.	Maximum speed of 326 mph at 16,000 ft.
Cruising speed of 235 mph.	Cruising speed of 223 mph.
Power plant - 1000 h.p. at 16,000 ft.	Power Plant - 900 h.p. at 16,000 ft.

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*9/13/43  
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*Am 04 452.1 (1000) 9/14*

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DOO hrs

8 Jan 16, 20 June 1974

By SP-11/11 AC Date 10-7-76

Production of Airplanes

AG/AS, MREED

13 Oct 43

Deputy Chief of Air Staff

ESP/eva/6371

1

1. Reference is made to RMR #1 dated 2 October 1943 stating that it would be satisfactory for all Change Orders on certain type airplanes to be approved by your office with submission of a weekly report to this office.

2. It is requested that the P-70 on the list of types in question be changed to read the P-75.

Dispatched

13 OCT 1943

AAG

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

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8 Sept & 20 June 1974

By ALM/HHC Date 10-7-76

Production of Airplanes.

AC/AS, MMAD.

Deputy Chief of Air Staff.

30 Sept. 1943

3

ESP/ama/6371

General Giles still directs that all Change Orders on the following listed types of airplanes be sent down to this office for OK:

- B-24
- B-25
- B-17
- B-29 (after Wolfe is finished)
- A-20
- P-47
- P-51
- P-51
- P-52
- P-70 (when production gets under way)
- C-46 (when modifications are made)
- C-47-55
- C-50

(All experimental models when they become operational)

Dispatched  
1 OCT 1943  
AMS

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

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Production of Airplanes

DECLASSIFIED

23 Sept. 1943

Chief of the Air Staff.

DECLASSIFIED  
8 Jan & 30 June 1974  
By ALH/HK/IC Date 0-7-76

No. 2.

AC/AS, MMAD

BCW/ah/71500

1. Re Paragraph 1, Comment No. 1, above, a too literal interpretation of this paragraph would preclude, for example, the installation of the long range tanks in the P-38J's or the present production P-51's. This general matter of "overdoing the improvements" has recently been discussed with General Giles, Gen. Craig, Gen. Vandenberg, Col. Gross and others by personnel of this office.

2. We know that in the past the old adage, "Nothing but the best," has sometimes resulted in relatively minor improvements slowing up production to a point where the qualitative factor of the improved article was not worth the quantitative loss.

3. The general policy of trying to give the respective Air Force Commanders everything they ask for in the way of improvements, modifications, etc., likewise contributes to the general tremendous "change" picture which is always staring us in the face. A very careful screening from that angle would most certainly help and Gen. Craig, Col. Gross and Col. Maxwell (Requirements) agree that this is in order and will be accomplished.

4. As to the B-29 program, Gen. Wolfe feels that they have now arrived at a determination of the changes necessary to make the "Wolfe project" airplanes completely operational for the job. This is being handled by Gen. Wolfe personally, who heads up a committee of tactical and technical personnel who go over any change items with a fine tooth comb. Gen. Wolfe is today reviewing this B-29 change list with Gen. Giles and Gen. Arnold.

5. To submit every Change Order or Engineering Order to Gen. Giles for approval would stymie production completely and would swamp your office. When a test shows that a piece of cowling needs beefing up, closer rivet spacing necessary, etc., these will be processed normally.

6. The Materiel Command has been directed to submit to this office, for approval, any major changes of armament, design features, etc. when any major changes are involved, or any other changes that will in any manner retard production. This office, Assistant Chief of Air Staff, MMAD, is charged with the supervision of production and we assume this responsibility. Your concurrence is requested.

/s/  
B. E. MEYERS  
Brigadier General, U.S.A.,  
Acting Assistant Chief of  
Air Staff for M. M. & D.

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DECLASSIFIED

22 Sept. 1943

Production of Airplanes

DECLASSIFIED  
8 Jan & 30 June 1974  
By ALH/HK/IC Date 0-7-76

AC/AS, MMAD.

Deputy Chief of the Air Staff.

1  
ESP/omc/6371

1. General Giles directs that all production of airplanes be frozen "as is" and that all Change Orders or requests for Change Orders will be OK'd by this office.

2. A letter is being written to General Welf telling him that just as soon as the B-29's have reached the state which will make them operationally and tactically sound, that they will be frozen. No Change Orders will be issued unless approved here.

Dispatched

22 SEP 1943

AAG

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

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Production of Airplanes

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8 Jan & 20 June 1974  
By SP-1/HH LC Date 10-7-74

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10/2/74*

Dispatched  
8 OCT 1943  
AAG

TO: AC/AS, M&D  
FROM: Deputy Chief of Air Staff

DATE 2 Oct 43

COMMENT NO. 4  
ESP/sva/6371

1. Confirming conversation this morning, it will be satisfactory for all Change Orders on the above types of airplanes to be approved by your office.
2. It is requested that a report of all authorized changes be submitted to this office each Monday morning.

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

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AFDPM 695

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DDO 103

8 Jan & 30 June 1974

By *AD/MLIC* Date *10-7-76*

B-29 Program

Chief of the Air Staff

24 Sept 1943

Air Provost Marshal

HGR/reg/76874<sup>3</sup>

1. Group Captain Davy of the British Air Commission has been told by the undersigned by letter today that no British officers will receive approval for visits to any B-29 manufacturing facilities until the airplane is in production in accordance with the agreement between the Commanding General and the British authorities. Group Captain Davy was in entire agreement with this restriction.

2. The visit of Air Vice-Marshal Stedman which has been arranged after a conference with General Chidlaw has been approved except for his proposed visit to the Boeing Aircraft Company plant at Wichita, Kansas, on 7-12 October 1943. This plant is engaged in the manufacture of the B-29.

3. The Assistant Chief of the Air Staff, M.M.&D., has directed the Air Provost Marshal to establish such procedures as are necessary to control visitors from Washington, D. C., who make application for permission to visit facilities under the jurisdiction of the Army Air Forces. This office will clear no visitors to any B-29 manufacturing facilities unless specifically directed to do so by the Commanding General, Army Air Forces. It is understood that the Commanding General, Materiel Command, has similar authority delegated to him by the Commanding General, Army Air Forces.

4. This office is familiar with the provisions of the Hull-Halifax Treaty which requires complete interchange of information between British and American officials. The refusal to approve visits of British officials will be based upon interference with production. This is clearly understood by Group Captain Davy.

*11857*  
*1281*  
*160*

Incl n/c

H. G. REYNOLDS  
Colonel, Air Corps  
Air Provost Marshal

TO: Asst. Chief of Air Staff, Plans.  
ATTENTION: General Kuter  
FROM: Chief of the Air Staff.

DATE: 24 September 43

COMMENT NO. 4  
MAL/reg/5265

To note the foregoing action taken as a result of the basic message received in this office from you.

*Dispatched*  
*24 SEP 1943*  
*AMS*

Incl. n/c

MILLARD A. LIBBY,  
Colonel, G. S. C.  
*Secretary of the Air Staff*

AFDPM

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by ~~ALH/HH~~ IC: Date 10-7-76

B-29 Program

Chief of the Air Staff

Air Provost Marshal

20 Sept 1943

1

HGR/reg/76875

The Air Provost Marshal was not informed by superior officers of the secret nature and the necessity for constant security of the B-29 program until on or about 1 August 1943. The first information was received on 23 July 1943 from Captain Mead, who was Adjutant at the Marietta Army Air Field at that time. The undersigned then personally confirmed the information in the Office of the Assistant Chief of Air Staff, MM&D.

H. G. REYNOLDS  
Colonel, Air Corps  
Air Provost Marshal

TO: AC/AS, Materiel, Maintenance & Distribution.

DATE: 21 September 43

FROM: Chief of the Air Staff.

COMMENT NO. 2  
MAL/mdg/5:65

1. Note the attached message from General Kuter and the explanation given by the Air Provost Marshal for the reason the Army Air Forces authorized approval for the British Air Commission to make periodic visits to Marietta over a three (3) month period commencing August 1, 1943.
2. Your comments reference this matter are requested as well as a statement as to whether or not action has been taken to exclude the British from inspecting B-29 progress.

Dispatched  
21 SEP 1943  
AAG

Incl. n/c

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

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8 Jan. & 30 June 1974  
By ALH/WH LC Date: 8-2-76

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HEADQUARTERS  
58TH BOMBARDMENT OPERATIONAL TRAINING WING (HEAVY)  
OFFICE OF THE COMMANDING GENERAL

KBN/33g

Marietta Army Air Field,  
Marietta, Georgia  
10 September, 1943

SUBJECT: B-29 Progress Report - 58th Bombardment Wing (H),  
30 August, 1943 to 10 September, 1943.

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

1. PRODUCTION

a. Airplanes - The production of B-29 airplanes was sixteen (16) behind schedule 1 September, 1943. It is indicated that the schedule for the month of September will also be considerably reduced. However, it is still estimated that one hundred airplanes (100) will be available to the 58th Bombardment Wing by 1 January, 1944. These delays are due to engine delivery shortages, and manufacturer's organization and scheduling difficulties.

b. Engines - Engine deliveries have been below schedule since the beginning of the Project. It is believed that if the Wright Aeronautical Corporation can make their schedule for September and adhere to their estimates for the remainder of the year, the Project can be completed as originally planned. However, delay in receipt of combat engines has retarded the program on the airplane and the combat training of the program. The Materiel Command and the Ass't Chief of Air Staff, Materiel, Maintenance and Distribution are thoroughly familiar with this situation and are taking every possible measure to accelerate the engine production and engineering schedules.

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2. TESTS

a. The second and final experimental B-29 was flown from Seattle to Wichita 30 August, 1943 and the Boeing Company's test organization moved to the latter locality at the same time.

b. Accelerated Service Tests

(1) No. 1 XB-29 airplane - Due to the delay in the test program



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Air Adjutant General

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on the No. 1 experimental airplane, the original plan for conducting accelerated service tests at Marietta was changed, and the tests are now being performed at Salina. This was necessary in order to augment experimental tests by running certain tests in production airplanes, using combat crews and also to take advantage of the Boeing Company's test engineers now at Wichita, to avoid dividing their forces and attempting to regain as much as possible the time already lost.

(2) No. 10 production airplane, which is the first airplane we have had with combat engines installed, is being prepared for simulated combat maximum range, maximum bomb load mission. It is estimated this flight will be made 17 September, dependent upon altitude tests now being run on No. 6 and No. 8 production airplanes. These two airplanes have been performing pressurized cabin altitude tests and a successful mission of 7 hr. 50 min. was run at 25,000 feet. One mission was started to 30,000 feet but only remained there 15 minutes due to one of the crew members having an attack of bends.

(3) The program for maximum load take-offs has been started; missions have been completed at 105,000 lbs. These are to be pushed up to 128,000 lbs as quickly as possible. The airplane at present has been cleared by the Boeing Company and Materiel Command to 128,000. A study is being made to increase the maximum take-off weight to 133,000 lbs.

c. Armament Tests -

(1) No. 2 production airplane has been undergoing armament tests at Pratt, Kansas. These tests are being conducted jointly by Armament Section, Materiel Command, General Electric representatives and personnel of the 58th Bombardment Wing. Arrangements have been made to move this airplane to Eglin Field within the next 10 days where the engineering tests will be completed. The airplane will be submitted to Proving Ground personnel for their tests upon completion of the engineering tests.

(2) No. 3 experimental airplane is being completed at Marietta with Sperry Armament installation and will be moved to Eglin approximately 17 September, 1943.

(3) No. 3 production airplane is undergoing armament modifications at Marietta for local turrets and radar installations. It is estimated that this will be completed 1 November, 1943. This work is being accomplished jointly by Boeing, Bell and Army Air Forces personnel.

3. MODIFICATION PROGRAM

a. A modification board will meet at Marietta 13 September, consisting of personnel from O.C. & R., Materiel Command and the 58th Bombardment Wing. Report of this board will be forwarded as a separate report.

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4. TRANSFER OF 58TH BOMBARDMENT WING HEADQUARTERS

a. Due to the progress made on transition training and organization of the groups, and the necessity for accelerating the various tests, it was considered advisable to complete the move of the 58th Wing Headquarters to Salina. This Headquarters will officially open at Salina 15 September. The Technical Staff, Section, Wing Headquarters detachment and various enlisted specialists will remain at Marietta Army Air Field and make the necessary preparations to initiate the modification program. It is intended to use the Bell facilities for modifications until such time as their capacity is absorbed, then augment these facilities by using the Birmingham Bechtel-Parson-McCone modification center. This modification program will give the Bell Company experience on the airplane and will enable them to increase their training program and occupy the facility. It will also permit the 58th Bombardment Wing personnel to obtain experience on repair and maintenance of the airplanes, augmenting the training of specialized personnel. This program will offer the Birmingham modification center an opportunity to familiarize themselves with the airplane and make their plans for continuing modifications after the 58th Bombardment Wing Project is completed.

b. It is still believed necessary to conduct a standardized 150 hour accelerated service test on three (3) of the fully modified combat B-29 airplanes. It is proposed to initiate this test upon the first three (3) airplanes available and to conduct this test as originally planned at Marietta.

5. MARIETTA BASE FACILITIES

a. Base facilities at Marietta have been restudied in view of the removal of the first phase of the accelerated service tests and the early transfer of the 58th Wing Headquarters to Salina, and have been reduced as much as it is believed possible. In order to insure the success of the B-29 program as planned, it is believed necessary to maintain the base facilities at the present capacity so that we may have flexibility for accommodating sufficient personnel to take care of any contingencies that may arise as a result of additional accelerated service tests, modifications, emergency test programs or specialized training requirements.

6. B-29 MECHANICS SCHOOL

a. Considerable difficulty is being experienced by the Boeing Company in conducting the B-29 mechanics school at Seattle, due primarily to their inability to obtain at this stage a B-29 production airplane and other necessary training equipment. The B-29 production delays at Wichita have not permitted diverting a complete airplane or airplane components to this school. As Seattle is not producing B-29's the mechanics from this school have not had the advantage of factory tours or factory instruction, which has been available at other mechanics schools. The Training Command in the past has attempted to establish a mechanics school in Wichita. But due to housing conditions, airport limitations, and production problems in the Wichita plant, it was not deemed advisable to set up a school in this area. Conditions at the

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B-29 mechanics school are being closely observed. It may become necessary at a later date to use a large percentage of the Marietta base and N.Y.A. facilities to accommodate the present B-29 mechanics program. This matter will be coordinated with the Training Command at the proper time.

7. SUPPLY

a. T. O.'s and Equipment Lists for service elements required for maintenance and service to the 58th Wing are under preparation.

b. Supply procedures and routines for expeditious furnishing of parts and other critical equipment to the tactical units have been arranged with Air Service Command and Materiel Command.

c. The equipping of tactical units with supplies and equipment for current maintenance is in process but has not as yet been completed. Some difficulties are being encountered due to this, but should be cleared up in the immediate future.

d. Equipment lists of personal and air-borne organizational equipment are being prepared and should be completed shortly.

e. Organizational equipment and initial stocks of supplies have been prepared and are now being packed for overseas shipment. These items are being concentrated at the designated In-Transit Depot and will be shipped on instructions of General Whitten when a final decision is made as to destination and time of departure.

f. A-4 personnel are being given instruction in embarkation and debarkation procedures to qualify them for supervision of arrival of the 58th Wing supplies and equipment in the theater, to insure proper placing and proper security.

g. A part of A-4 Section is en route to Salina to have the A-4 Section in operation when Headquarters 58th Wing opens at Salina 15 September.

8. ORGANIZATIONAL TRAINING

a. Transition

(1) The groups have been progressing satisfactorily with pilot transition, considering equipment available. To date forty-eight (48) pilots have completed transition in the B-29. It is the requirement that all pilots be checked-off on the B-26 prior to the B-29 transition. It is felt that the B-26 is a great help in the training of B-29 pilots. Pilot transition comprises all the air training with the exception of the crews conducting the accelerated service tests with the three (3) airplanes at Salina, and the gunnery tests on the YB-29 at Pratt, Kansas. Bombing tests are being conducted by the 462nd Bombardment Group at Walker Army Air Field, Victoria, Kansas.

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b. Ground School Training

(1) S-2 - Conducting general orientation in photo intelligence pending the arrival of intelligence officers in the groups. Photo intelligence personnel is on hand.

(2) Navigation School - Classes of six (6) hours daily and two (2) hours each night for celestial observation are being conducted for rated bombardiers whom we desire to retain in the group. One (1) celestial navigation trainer at each post is nearing completion.

(3) Bombardier School - A school for bombardiers has been started in each group consisting of bombing theory and the operation of bomb trainers eight (8) hours daily. Anticipate bombing for qualification with B-17 commencing about 16 September 1943.

(4) B-29 Maintenance School - Groups are conducting schools for pilots, co-pilots and flight engineers in the maintenance and operation of the B-29. Groups are prepared to institute practice and radio procedure to operators as soon as transmitter case becomes available. Mock-ups of all radio equipment and assigned aircraft is being prepared.

(5) Training aids for the training of gunners on the GE Central Fire Control have been devised by the 58th Bombardment Wing Technical Staff Section and are in the process of being furnished to the groups. Also, one (1) mock-up of the entire Central Fire Control system is being furnished to each group to further aid in training of gunners. All these training aids are parallel to the standard GE equipment in the B-29.

c. Status of B-29 airplane assignment, and total flying time to date

<u>ORGANIZATION</u>	<u>NO. AIRPLANES</u>	<u>TIME</u>	<u>TOTAL</u>
58th Bomb. Wing	2	21.1	
		<u>33.2</u>	54.3
40th Bomb. Group	3	185.6	
		113.1	
		<u>56.8</u>	355.5
444th Bomb Group	4	105.8	
		115.1	
		8.6	
		<u>70.2</u>	299.7
462nd Bomb Group	1	<u>35.2</u>	35.2
468th Bomb. Group	3	44.7	
		54.2	
		<u>30.9</u>	129.8
		GRAND TOTAL	874.5

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9. PERSONNEL

a. As a result of the established flow of personnel which has been set into operation by the Ass't Chief of Air Staff - Personnel, 58th Bombardment Wing has been in receipt of approximately 50% of its total requirements. To date the greatest emphasis has been placed on securing personnel for the air crews in order to insure that the combat crews would be manned on the date specified.

b. Although charged with the responsibility of furnishing house-keeping and ground enlisted personnel, the 2nd Air Force has been unable to meet its requirements for the past six weeks. This situation has been alleviated and this Headquarters was advised this date by 2nd Air Force that they would start furnishing such enlisted personnel immediately.

c. It has been the policy of the Wing Headquarters to assign all personnel as equally as possible in both category and experience to each group. The greatest shortages and experience exist in the 468th Group at the present time, but action has been and is being taken to correct this.

d. The establishing of the combat crew development detachment at Salina, Kansas has resulted in a processing and training center of great advantage to the 58th Wing. To date only approximately 50% of the combat crew personnel examined have been found physically qualified. It will be possible in many instances for the Wing surgeon to recommend waivers for minor physical disqualifications and those enlisted men who cannot be waived will either be made available for reassignment from the 58th Wing or retained for ultimate assignments to the ground echelons of this Wing.

*R. B. Wolfe*  
 R. B. WOLFE  
 Brig. General, U. S. A.  
 Commanding.

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8 Jan. & 30 June 1974  
By ALH/HH IC, Date 10-7-76

16 August 1943

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MEMORANDUM FOR: General Ferris  
Deputy Chief of Air Staff

SUBJECT: Status and Allocation of P-51 Type Aircraft

1. Pursuant to your telephone request, the following information is furnished:

Upon completion of the contract for 500 A-36's, North American built 260 P-51A's for the Army Air Forces equipped with the Allison Engine. The status of the remaining A-36's and P-51's as of August 12th is shown in the following table:

	A-36	P-51A	Remarks
North Africa	266	-	(27th & 86th Dive Bomb Gps)
India (En route)	38	47	(311th Ftr Bomb. Gp)
U.K. (En route)	-	35	Reconnaissance
<b>Total Overseas</b>	<b>304</b>	<b>82</b>	
R.T.U. Training	34	90	
AFSAT	2	19	
Training Command	1	2	
Depot & Subdepot	36	32	
Mat. Comd. Tester	8	12	
<b>Total in U. S.</b>	<b>81</b>	<b>156</b>	
<b>GRAND TOTAL</b>	<b>385</b>	<b>238</b>	

2. In order that as many P-51B's as possible be shipped to overseas units and in order to train pilots on the P-51 airplane, it was necessary to retain a large portion of the P-51A production in this country. Furthermore, it was considered desirable to retain the P-51A's in the United States in view of the limited number on contract and the complications to the supply problem which would be entailed by shipping them all over the globe.

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*Mr Vandenberg noted - 10-7-43*

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8 Jan. & 30 June 1974  
By ALH/HH IC, Date 10-7-76

3. The P-51A contract was completed in June, at which time production of the Packard powered P-51B began. To August 12th, the production of this airplane reached 145 which have been delivered as follows:

Factory, test, etc.	14	---
Third Air Force - R.T.U.	23	To replace P-51A's being sent to India
Britain (Lend Lease)	48 ✓	---
Reconnaissance Modification	60	20 of these are for U.K.
	145	

4. The balance of 1943 production for the Army Air Forces is now scheduled as follows:

	Aug. (balance)	Sept	Oct	Nov	Dec	Total
Recon. Mod.	15	76 ✓	65	72	105	333
U.K. (Ftr)	6	54 ✓	20 ✓	56	44	180
Africa (Ftr Bmb)	-	-	21 ✓	9	22	52
RTU and OTU	1	-	42 ✓	25	40	108
<b>Total</b>	<b>22</b>	<b>130</b>	<b>148</b>	<b>162</b>	<b>211</b>	<b>673</b>

5. The latest estimate of availability of P-51's represents a considerable decrease from previous estimates. In view of General Arnold's directive that the Reconnaissance program has priority over fighter activities, the fighter program has borne the loss. All Tactical Reconnaissance in U.K. and M.A. is to be P-51 equipped. The plan for sending P-51's to U.K. is now based on re-equipping four P-47 Groups in the theater and dispatching two additional P-51 fighter bomber groups in Spring of 1944, making a total of six groups equipped with this airplane in the United Kingdom.

*OPW.*  
O.P. WYLAND  
Colonel, Air Corps  
Chief, Allocations & Programs Division  
Office of AC/AS, OCR

DECLASSIFIED

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*File 458-1 (995)*  
*18 SEP 43*

Classification of the P-59 Project.

~~SECRET~~

DECLASSIFIED  
DOO 006  
8 Jan. & 20 June 1994  
By: Ally/H.H.A.C. Data (E-7)-76

*Circle 452.1 (994)*

TO: AG/AS, HMQD.

Date 22 Sept. 1943

FROM: Deputy Chief of the Air Staff.

Comment No. 2.  
ESP/amo/6371

1. The P-59 project will stay on the "Secret" list for some time yet.
2. You will be notified of any change.

**BOWEN S. FERRIN,**  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

*Dispatched*  
22 SEP 1943  
AMG

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*File  
22 SEP 1943*

*452.1(994)*

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8 Jan 4 20 June 1974  
By ALY/HT/KC/Dam 10-1-76

Classification of the P-59 Project

Deputy Chief of Air Staff, Brig. General E. S. Ferrin

16 Sept. 1943

AC/AS, MM&D, Materiel Division

RCW/mm/6716 <sup>1</sup>

1. It is requested that the P-59 project be reclassified from "Secret" to "Confidential" in view of the present production status and in order to avoid the classification of all future reports, letters and other documents pertaining to the P-59 as Secret.

2. This matter is referred to your office in view of the fact that General Arnold initiated the project and initially assigned a secret classification to it.

B. W. CHIDLAW,  
Brig. General, U. S. A.  
Chief, Materiel Division

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Ad US 452.1 (974)

DECLASSIFIED  
DOD RRS  
6 Jan & 20 June 1974  
By ALM/MLC Date 10-7-76

TO: The Air Inspector  
FROM: Chief of the Air Staff.

DATE 17 September 43  
COMMENT NO. 4  
MAL/mdg/5:65

Note the foregoing and for further remarks and recommendations if indicated.

MILLARD A. LISBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

*Cur*  
*452.1*  
*(993)*

DWW  
SEP 23 1943  
Despatched

*file*  
*17 Sept 43*  
*air 452-1 (993)*

**CONFIDENTIAL**

DECLASSIFIED  
DOO Mrs.  
8 Jan 6 30 Jan 1974  
By ALH/LLH/IC DAW/IC-7-74

4 OCT 1943

MEMORANDUM FOR GENERAL C. R. SMITH

Subject: C-47 Improvement.

1. The suggestions contained in your letter of 14 September 1943 have been thoroughly investigated in the past. It is estimated that a 7 to 8 miles per hour increase in the top speed of the C-47 would be gained by flush riveting and retraction of the tail wheel. The cruising speed would not be increased more than 3 to 4 miles per hour, increasing the range approximately 5%.

2. It must be pointed out that the use of flush rivets and the elimination of lapped joints would necessitate changing the entire procedure for production of the aircraft, which are now being procured on very high delivery schedules. It is felt that the problems of engineering re-tooling, and extra weight of hydraulic mechanisms associated with a retractible tail wheel do not justify the increase in performance gained.

3. In view of the requirements for the C-47 and the correspondingly high rate of production of this aircraft, improvements which would seriously curtail production must be delayed until after the war or until such time as the requirements for C-47's become appropriately smaller. At present, however, Troop Carrier Command requirements for C-47's are so critical that instructions have been issued directing that no changes involving production delays would be made on this airplane.

By command of General ARNOLD:

Signed

HARNEY M. GILLES,  
Major General, U.S.A.,  
Chief of Air Staff.

Handwritten: *AW 455.1*  
*993*  
cc: General Giles' Office

MRS/his--72176  
AFMA-4D

Dispatched  
4 Oct 1943  
AMG  
RELEASING

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*OK*  
*10/14/43*

**CONFIDENTIAL**

Handwritten: *AW 455.1 993*

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DECLASSIFIED  
DOD Hqs.

8 Jan. & 20 June 1974

By ALJ/HH/AC, Date 10-7-76

ARMY AIR FORCES  
Headquarters, Army Transport Command  
Washington, D.C.

September 14, 1943

To: General Arnold

Some two or three years ago, Donald Douglas told me that he could very materially improve the performance of the DC3 type by flush riveting, retracting the tail wheel and other similar construction modifications.

Such an airplane would require no more material, would have increased speed, would have increased ability to cope with icing conditions and would transport more cargo, more miles, with the same amount of fuel and oil.

Yet, in the past couple of years, we have built hundreds of this type without substantial modification, certainly without increased performance. And, we plan to build thousands more, all with lapped joints, with dangling tail wheels and with other things which serve to slow up an airplane in the air.

There is probably good reason for making no change but we are certainly paying considerable for continuing to fly these relatively inefficient aerodynamic objects through the air, for millions of miles.

C. R. Smith  
Brigadier General, U.S.A.

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air 03455.1 992

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DOO IIS

8 Jan & 20 June 1974  
by ALH/HLJ LC: Doss (C-7-7) 4

Assignment of Aircraft of The Air Inspector

Deputy Chief of the Air Staff THH AC/AS, OC&R

16 Sept 43

AC/AS OCR, Allocations and Program Division

RAE/hl/6109

1. a. C-60 type airplanes are now allocated up through about 20 October 1943. Nine (9) of these are to be modified for navigational training for the Training Command, one (1) is to be modified for foreign service for the Army Airways Communications Wing and ten (10) are to fill allocations made to the Air Transport Command last July.

b. It is contemplated that after the above allocations are filled, the next C-60 will be allocated to the Eleventh Air Force as a replacement, four (4) to the Training Command as replacements for four (4) C-60s lost and one (1) more for a navigational trainer.

c. It is estimated that a total forty (40) C-60s, in addition to those required by paragraph b, will become available by 31 December and that no more thereafter will be produced. These forty (40) are now tentatively allocated to the Air Transport Command.

2. a. The fifteen (15) larger airplanes required by The Air Inspector can be met as follows:

b. Permanent assignment of the four (4) B-18s and three (3) B-34s now on loan from the Training Command. Training has agreed to release these.

c. The assignment of five (5) AT-23s which are now available. The AT-23 is a stripped-down B-26 which results in a considerably lower take-off and landing speed.

d. The allocation of three (3) C-60s from December expectancies which will be diversions from the Air Transport Command.

3. a. In reference to the request for the immediate assignment of eleven (11) UC-43s, only eight (8) more airplanes of this type are now scheduled to become available to the AAF by 31 December 1943, and availability of this type ceases after that date. It is planned to send as many of these eight (8) as actually materialize to the Fifth Air Force to supplement and attrit those of this type now in that theater. The UC-78 and the UC-64 are the only other utility airplanes becoming available to the AAF at the present time. The UC-64 is a utility cargo plane and the number is small. All UC-64s are being allocated to foreign theaters and to meet a commitment of one hundred (100), to the Air Service Command.

b. For your information, the UC-78 is apparently not being favorably looked upon by many field agencies. This is because it does not have single engine performance it cannot fly under instrument conditions and it is restricted from flying in turbulent air. In consequence, other requests for blanket replacement of assigned UC-78s have been received and refused. It is understood that no more will be procured after the first of the year of this type.

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DDO WWS  
8 Jan. & 20 June 1974  
By ALH/HH LC, Date 10-2-76

~~CONFIDENTIAL~~

Assignment of Aircraft of The Air Inspector  
Deputy Chief of Air Staff

16 Sept 43

AC/AS OGR, Allocations and Programs Division

3 contd  
RAE/hl/6109

4. It is recommended that this paper be returned to the office of origin for consideration of the plan proposed in paragraph 2. If acceptable, direct communication to Allocations Branch, Allocations & Programs Division will result in the allocations indicated.

O. P. WEYLAND  
Colonel, Air Corps

Coordination:

AC/AS, Training \_\_\_\_\_

TO: The Air Inspector  
FROM: Chief of the Air Staff.

DATE 17 September 43  
COMBENT NO. 4  
MAL/mdg/5:65

*CONF 452.1*  
*(992)*

Note the foregoing and for further remarks and recommendations if indicated.

Dispatched  
17 SEP 1943  
AAG

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

*File*  
*17 Sept 43*

~~CONFIDENTIAL~~

*AC/AS 452.1 (992)*

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

~~SECRET~~

DECLASSIFIED  
OOO 100  
8 Jan. & 20 June 1994  
By ALH/RLG/DC Date 12-7-76

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

AFRAD  
7 Sep 43

MEMORANDUM FOR GENERAL GILES:

Subject: Operating Fighters from Landing Float.

1. Your memorandum to Admiral McCain on the above subject was delivered to the Admiral by hand at 0800, 7 September.
2. Admiral McCain commented on reading:
  - a. It was just what his people told him.
  - b. He was glad to have the answers as it may come up in the combined staff meeting in connection with the Hapacook Project. The question was raised by the British Prime Minister.
3. This paper was prepared by Colonel William H. Wise, Chief of our Fighter Section. Admiral McCain called Colonel Wise and thanked him for preparation of a very splendid study.

008 452.1 (991)

*[Handwritten signature]*

*William F. McKee*  
WILLIAM F. MCKEE  
Colonel, Air Corps  
Acting Chief, Fighter and Air Defense  
Branch

*File  
116 Sept 16  
max*



~~SECRET~~

*008 452.1 (991)*

~~SECRET~~

DECLASSIFIED  
DDO NS  
8 Jan. & 30 June 1974  
By: ALH/HH JG, Date: 12-7-76



Distribution of Aircraft

AFAG - Attn: Colonel Peterson

14 September 1943

AC/AS, OCR - Aircraft Branch

1  
DDMc/sgm 73993

1. There are inclosed two (2) copies of report showing distribution of aircraft received from factory and modification centers during August 1943.

Incl.  
Schedule in Dup.  
dtd 9/13/43

W. D. CAIRNES  
Colonel, Air Corps,  
Chief, Aircraft Branch,  
Operations Division

To: Col Cairnes  
From: Col Peterson

9/16/43  
Comment # 2

One copy only  
CAP

452.1  
①

~~Skaskiad~~  
rec'd 9/16/43  
2 cc.  
MT  
8/31/44

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As 452.1 990

DECLASSIFIED  
DDO Hqs.

8 Jan. & 30 June 1974  
DoD Form 104-104 Date 12-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

**CONFIDENTIAL**

TALLY NO.	
FILE NO.	

SUBJECT:

Inspection of B-29

TO: Assistant Chief of Air Staff, Materiel, Maintenance and Distribution (ATTN: General Echols)

FROM: Deputy Chief of the Air Staff

DATE 9-13-43

COMMENT NO. 1  
WEH:JT 5246

General Giles directs that the normal policy of permitting no foreign officers the opportunity to inspect and ride in the B-29 be waived in the case of Air Commodore Sharpe and Wing Commander Robinson since they are assigned to the Eighth Air Force.

*WEH*

WILLIAM E. HALL,  
Brigadier General, U. S. Army.  
Deputy Chief of the Air Staff.

cc General Kuter

TO: Deputy Chief of Air Staff,  
Attention: Gen. Hall

Date: 15 Sept 1943  
Comment No. 2  
JFF/ss/71500  
*JFF*

FROM: AC/AS, MM&D

1. The above policy and exceptions thereto is acknowledged and has been brought to the attention of the various offices of MM&D and to the Materiel Command.

*B. E. Meyers*  
B. E. MEYERS, BRIG. GEN., U.S.A.,  
Actg. Asst. Chief of Air Staff,  
Materiel, Maintenance & Distribution.

*RAF 45-2-11 989*

*Noted  
File*

*MM&D  
16 Sep. 1943*

*File  
cc 12 sep 1943  
cc 25 sep 1943*

DECLASSIFIED

PAGE 1

3-1109 A.P.

*499*

SEP 16 43 PM



RECEIVED



P-39 Performance.

Asst. Chief of Air Staff, Intelligence.

13 September 43

Chief of the Air Staff.

MAL/mdg/5 65

1

The Chief of the Air Staff has noted the attached memorandum received from AC/AS, MM&D and before enunciating a policy reference the propriety of wide spread dissemination of such detrimental material desires your comments reference the specific instance complained of.

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

Att: Memo for C/AS fm. MM&D  
9/11/43.

TO: Chief of the Air Staff

15 SEP 1943

FROM: Assistant Chief of Air Staff, Intelligence

Comment No. 2  
AFIN/C SMA/11/6107

1. The process of digesting and disseminating interviews given at this Headquarters by officers returning from theatres with combat or operational experience is carried out by the Interview and Editorial Section, Current Branch, Informational Division, AC/AS Intelligence.

2. An evaluation for fact is made by the Interview and Editorial Section and editing is done partly on that basis and partly for mere coherence. Wherever questions of policy are involved, the matter is taken up with higher authority.

3. In order to avoid the loss of what might be vital intelligence, it is seldom the policy to suppress statements made in good faith by officers with wide experience in combat areas. However, a most decided effort is made to limit the distribution of material doubtful as to policy to a list of officers of such rank and command position that they may be presumed to have the true facts and not be unduly or harmfully influenced by the stated opinion of one individual. The distribution known as Command goes only to those officers.

4. With respect to the item in the interview given by Major John W. Mitchell, as mentioned in Brig. General B. E. Meyers' memo to the Chief of the Air Staff, dated 11 September - Subject: P-39 Performance - dissemination was limited to the

AC/AS  
9/11/43  
986

Am 08452/988

F-39 Performance - Cont.

Chief of the Air Staff

Assistant Chief of the Air Staff, Intelligence

16 SEP 1943

Command list and classified Confidential. Access to it by unauthorized individuals would of necessity be a breach of security. With these precautions taken, inclusion of the item was a part of truthful and unexpurgated reporting of the sincere opinion of a well thought of and experienced squadron commander and this seemed to outweigh any possible prejudicial effect upon Commanders.

Mem fr MM&D to C/AS,n/c

EDGAR P. SORENSEN  
Brig Gen, U. S. A.  
AC/AS, Intelligence

*Handwritten signature and scribbles*

*File  
HBR  
9/25/43*



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

~~SECRET~~

**SECRET**  
By Authority of AFROA  
The Commanding General  
Army Air Forces  
AGRON  
26 Aug 1943  
Date Initials

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

DECLASSIFIED  
DDO Hqs  
8 Jan & 20 June 1974  
Dr. Max H.H. LC Date 10-7-76

7 September 1943

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

SUBJECT: Unit and Replacement Aircraft Departures  
and Arrivals for Period - December 1942  
thru July 1943 - Outside Continental  
United States.

1. The attached tabulation (Tab A) reflects departures and arrivals of Unit and Replacement Aircraft for delivery to destinations outside Continental United States during the period commencing December 1, 1942 and ending July 31, 1943.
2. Losses sustained enroute and aircraft returned to United States are summarized in Tab B, and Tab C, respectively.

- 3 Incls:  
Incl. #1 - Tab A  
Incl. #2 - Tab B  
Incl. #3 - Tab C

*M. Craig*  
H. A. CRAIG  
Brigadier General, U.S.A.  
Assistant Chief of Air Staff,  
Operations, Commitments & Requirements

996-452.1  
(87)

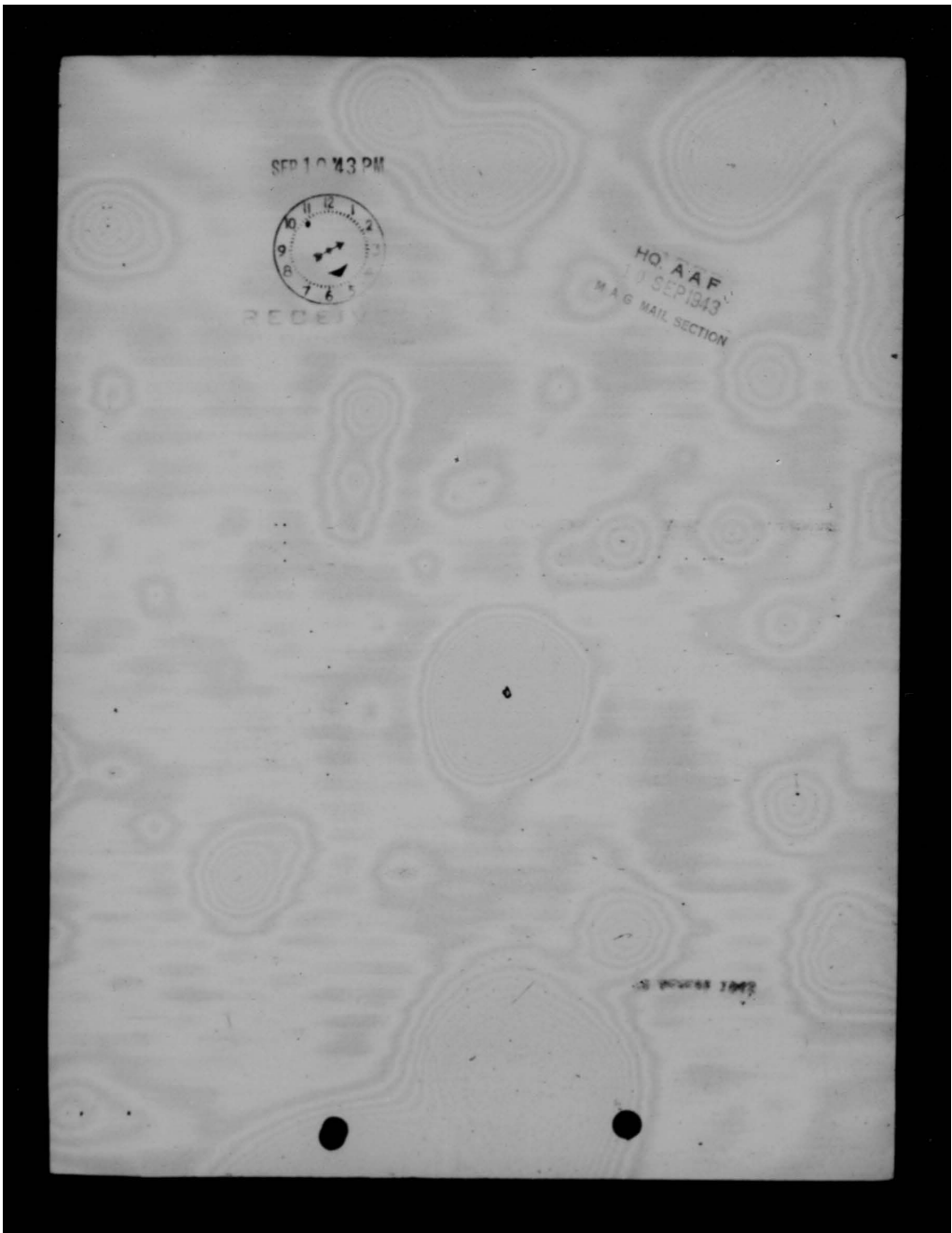
*Gen Giles does not wish this info. File.*

*Mar  
11 Sep 1943*



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DDO Hqs.

3 Apr. & 20 June 1974

by 1014/HLL MC: Damm 10-7-76

DECLASSIFIED

By AFRCA  
2886/na Brig General  
Army Air Forces

2886/na  
Date \_\_\_\_\_ Initials \_\_\_\_\_

7 September 1964

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

SUBJECT: Unit and Replacement Aircraft Departures and Arrivals for Period - December 1942 thru July 1943 - Outside Continental United States.

1. The attached tabulation (Tab A) reflects departures and arrivals of Unit and Replacement Aircraft for delivery to destinations outside Continental United States during the period commencing December 1, 1942 and ending July 31, 1943.

2. Losses sustained enroute and aircraft returned to United States are summarized in Tab B, and Tab C, respectively.

3 Incls:

- Incl. #1 - Tab A
- Incl. #2 - Tab B
- Incl. #3 - Tab C

H. A. CRAIG

Brigadier General, U.S.A.  
Assistant Chief of Air Staff,  
Operations, Commitments & Requirements

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**TAB A**

\*Unit and Replacement Airplane Departure and Arrivals  
 Period - December 1942 thru July 1943 (Including Enroute as of 11/30/42)

	DEPARTURES			LOSSES	DELAYS	ENROUTE	ARRIVALS
	Enroute as of Nov. 30, 1942	Departures Dec. 1942 thru July 1943	Total Departures 12/42 thru 7/43 (incl. enroute as of 11/30/42)	Losses (See Tab B)	Airplanes Returning to U.S. (See Tab C)	Enroute 7/31/43	Total Arrivals 12/42 thru 7/43
Heavy	50	2098	2148	39	3	53	2053
Medium	110	1848	1958	77	13	150	1718
Light	23	223	246	40	0	8	198
Dive	0	467	467	0	9	83	375
Fighter	422	3692	4114	219	39	438	3418
Photo	21	135	156	11	0	5	140
Transport	73	555	628	12	1	26	589
Transport ATC**	3	265	268	4	0	36	228
Others	49	384	433	8	6	37	382
Totals	751	9667	10418	410	71	836	9101

\*Air Forces 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, Atlantic Bases

\*\*ATC airplanes departing for delivery to ATC activities outside Continental United States

Source: Aircraft Branch Chart - subject as above and Airplane Departure and Arrival summaries. Statistical Control Division Reports -- SC-AS-3, SC-AI-3

DECLASSIFIED  
 OOD hrs

8 Jan. 4 20 June 1974  
 by: N. L. H. / J. C. D. 12-2-76

**SECRET**

**SECRET**  
 By Authority of  
 The Commanding General  
 Army Air Forces  
 Date: 12/11/43  
 Initials: [Signature]

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Tab B

SUMMARY OF AIRPLANE LOSSES SUSTAINED ENROUTE TO DESTINATION

	Total Lost	Reported Missing	Crashed	Sunk at Sea	Major Damage (Salvaged)	Interned after Forced Landing	Reported Shot Down Enroute
Heavy	29	10	22		5	2	
Medium	77	23	48		6		
Light	40	20	10	5	1	3	1
Dive							
Fighter	219	47	24	122	7	17	2
Photo	11	7	4				
Transport	12	1	7		1		3
Transport ATO	4	4					
Others	8			8			
Total	410	112	115	135	20	22	6

Sheet 2

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~~SECRET~~  
 By Authority of  
 The Commanding General  
 Army Air Forces  
 FROM  
*[Signature]*  
 Date *8/10/45*

~~SECRET~~  
Tab C

SUMMARY OF AIRPLANES RETURNED TO UNITED STATES PRIOR  
TO ARRIVAL IN THEATRE

	Total	Change from Northern to Southern Route	Diverted to Other Theatres	For Repairs	Diverted to Lend Lease	After Collision of Ships at Sea
Heavy	3	1	1	1		
Medium	13	5		8		
Light						
Dive	9				4	5
Fighter	39					39
Photo						
Transport	1		1			
Transport ATC						
Others	6					6
Total	71	6	2	9	4	50

~~SECRET~~  
~~SECRET~~  
By Authority  
The Commanding General  
Army Air Forces  
AMUM  
Date *26 Aug 1943* Initials *[Signature]*

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DDO 105

8 Jan & 20 June 1974  
By ALH/HH JC. Date 10-7-76

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DECLASSIFIED  
By HUN/BS of Brigadier General  
Active Air Forces  
AFMUM  
HUN/BS  
Date \_\_\_\_\_ Initials \_\_\_\_\_  
76 September 1973

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

SUBJECT: Unit and Replacement Aircraft Departures and Arrivals for Period - December 1943 thru July 1945 - Outside Continental United States.

1. The attached tabulation (Tab A) reflects departures and arrivals of Unit and Replacement Aircraft for delivery to destinations outside Continental United States during the period commencing December 1, 1943 and ending July 31, 1945.

2. Losses sustained enroute and aircraft returned to United States are summarized in Tab B. and Tab C. respectively.

- Incls:  
Incl. #1 - Tab A  
Incl. #2 - Tab B  
Incl. #3 - Tab C

H. A. CRAIG  
Brigadier General, U.S.A.  
Assistant Chief of Air Staff,  
Operations, Commitments & Requirements

OFFICE SYMBOL	1 AFROA	2 AFMUC	3 AFROA	4	5	6
SIGNATURE OF RESPONSIBLE OFFICER	<u>WZ</u>	<u>WZ</u>	<u>WZ</u>			
INTERNAL OFFICE COORDINATOR	<u>WZ</u>					

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DDI 1179

8 Jan 8, 20 June 1974

By *11/11/80* Date *12-2-76*

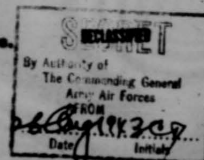
**Unit and Replacement Airplane Departure and Arrivals**  
**Period - December 1942 thru July 1943 (Including Enroute as of 11/30/42)**

	DEPARTURES			LOSSES	DELAYS	ENROUTE	ARRIVALS
	Enroute as of Nov. 30, 1942	Departures Dec. 1942 thru July 1943	Total Departures 12/42 thru 7/43 (incl. enroute as of 11/30/42)	Losses (See Tab B)	Airplanes Returning to U. S. (See Tab C)	Enroute 7/31/43	Total Arrivals 12/42 thru 7/43
Heavy	50	2098	2148	29	3	53	2053
Medium	110	1848	1958	77	13	150	1788
Light	28	223	251	40	0	8	198
Dive	0	467	467	0	9	53	375
Fighter	422	3692	4114	219	29	438	3418
Photo	21	136	156	11	0	5	140
Transport	73	588	628	12	1	26	599
Transport AFG**	3	268	268	4	0	36	238
Others	48	304	433	8	8	37	383
<b>Totals</b>	<b>721</b>	<b>9667</b>	<b>10418</b>	<b>420</b>	<b>71</b>	<b>656</b>	<b>9102</b>

\* Air Forces 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, Atlantic Bases

\*\* AFG airplanes departing for delivery to AFG activities outside Continental United States

Source: Aircraft Branch Chart - subject as above and Airplane Departure and Arrival summaries, Statistical Control Division Reports -- SC-AS-3, SC-AI-3

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**SECRET**

DECLASSIFIED

DDO 873

8 Jan. & 20 June 1974

By: *ALL/RL/SC*, Date: *10-7-74*

**Tab B**

**SUMMARY OF AIRPLANE LOSSES SUSTAINED ENROUTE TO DESTINATION**

	Total Lost	Reported Missing	Crashed	Sunk at Sea	Major Damage (Salvaged)	Interned after Forced Landing	Reported Shot Down Enroute
Heavy	29	10	22		6	3	
Medium	77	23	48		6		
Light	40	20	10	5	1	3	1
Dive							
Fighter	219	47	34	122	7	17	2
Photo	11	7	4				
Transport	12	2	7		1		3
Transport ATG	4	4					
Others	8			3			
<b>Total</b>	<b>410</b>	<b>112</b>	<b>115</b>	<b>135</b>	<b>20</b>	<b>22</b>	<b>6</b>

**SECRET**

DECLASSIFIED  
By Authority of  
The Commanding General  
Army Air Forces  
AFM  
*[Signature]*  
Date: *[Signature]* Initial: *[Signature]*

~~SECRET~~

DECLASSIFIED

DDO 1173  
 9 Jan & 20 June 1974  
 by 314/HH AC. Date (0-3)-76

~~SECRET~~

SUMMARY OF AIRPLANES REPORTED TO UNITED STATES PRIOR  
 TO ARRIVAL IN THEATRE

	Total	Change from Northern to Southern Route	Diverted to Other Theatres	For Repairs	Diverted to Lend Lease	After Collision of Ships at Sea
Heavy	8	1	1	1		
Medium	15	8		8		
Light						
Dive	9				4	5
Fighter	39					39
Photo						
Transport	1		1			
Transport ATU						
Others	6					6
<b>Total</b>	<b>71</b>	<b>6</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>50</b>

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DECLASSIFIED  
 By Authority of  
 The Commanding General  
 Army Air Force  
 26 Aug 1974  
 Date Initial

DECLASSIFIED  
000 hrs.

HEADQUARTERS ARMY AIR FORCES

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8 Jan & 20 June 1974  
By Ally/MLC LC Date 10-3-74

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Production of C-69's

TO: AC/AS, M&D

DATE 4 September 1948

FROM: Deputy Chief of Air Staff

COMMENT NO. 1  
ESP/eva/6371

1. General Giles directs that plans be made to stop production of the C-69 (Constellation) and to put all efforts on fighters.

2. Will you please give me a brief memorandum outlining when production can be stopped (to use up parts already fabricated), how many C-69's we would have, and how production of P-38's would be increased.

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

To: Deputy Chief of Air Staff, Brig. General E. S. Perrin

6 September 1948  
Comment No. 2  
REM:dh 3153

From: Deputy AS/AC, M.M.&D.

1. We are now in the process of studying the possibilities of increasing P-38 production. This was a matter of conference with General Giles this morning. I am preparing a plan for increasing the production of P-38 airplanes, which will be submitted at an early date.

*B. E. Meyers*  
B. E. MEYERS  
Brig. General, U.S.A.  
Deputy Ass't. Chief of  
Air Staff, M.M.&D.

TO: Assistant General

DATE 7 September 48

FROM: Chief of the Air Staff.

COMMENT NO. 3  
RRH/mdg/73691

1. Noted.
2. For file.

*Robert H. Harper*  
ROBERT H. HARPER,  
Lieut. Colonel, A.C.F.  
Asst. Secretary of Air Staff.

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air 4/21 983

3-1109 A.F. 1/6

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ODD hrs.

8 Jan 4 20 June 1974

By ALH/HH/IC Date 10-1-76

Aircraft and Crew Allotments to Theaters

AC/AS, Operations, Commitments & Requirements  
Requirements Division  
Deputy Chief of the Air Staff

4 Sep 43

HSH/ee/73691

1

1. The enclosed charts were prepared by your division for General Hall sometime ago and he has found them most helpful in connection with his work.
2. He desires, however, that you have the same corrected and brought up-to-date.
3. Since General Hall works with the Commanding General on problems involving this information from day to day, it is desired that it be given a high priority in your office.

Incls:  
6 Charts

ROBERT H. HARPER  
Lt. Colonel, Air Corps  
Asst Secretary, Air Staff

4521  
982

Dispatched  
4 SEP 1943  
AAG

File  
9/11/43

~~SECRET~~

4521 (982)





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SAS 452.1  
Case ~~984~~ to 1170  
1068

DECLASSIFIED  
BY *[Signature]*  
ON *10/20/00*  
BY *SP-6 [Name]*  
DATE *10/20/00*

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DECLASSIFIED  
DDO lrs  
8 Jan. & 20 June 1974  
By ALM/HH UC Date 10-7-96

Aircraft Assigned for Test and Experimental Purposes

The Air Inspector

18 Jan 1944

Chief of the Air Staff

1  
WDC/bb 6356

1. The interpretation of Para. 1 of R&R, subject as above, dated 16 December 1943, agreed on in informal conference on 16 January 1944, between representative of The Air Inspector and representative of the Assistant Chief of the Air Staff, OCMR is hereby confirmed. That paragraph should be interpreted as if it read: "An investigation be made to determine whether requirement exists with the using agencies for the quantity of aircraft presently assigned them for test and experimental purposes".

1 Incl.  
R&R dtd 16 Dec 43  
subj as abv

H. S. VANDENBERG  
Brigadier General, U. S. Army  
Deputy Chief of the Air Staff

Dispatched  
20 - 11-19-44  
AM

11851  
211

~~SECRET~~

1140  
C/S 11/22/44

DECLASSIFIED  
DOD IHS  
8 Jan & 20 June 1974  
By: N-1/1111.C. Date: 10-7-72

~~SECRET~~

*Chief of AS*  
*C. P. H.*

**Aircraft Assigned for Test and Experimental Purposes**

The Air Inspector

15 Dec 1943

Chief of the Air Staff

1  
DS/bb - rw 6356

1. It is requested that the following action be taken:
  - a. An investigation be made to determine the present requirement of the using agencies for aircraft presently assigned them for test and experimental purposes;
  - b. Recommendations be submitted as to the procedure to be established to limit the number of aircraft assigned for test and experimental purposes to the minimum essential to the efficient execution of test and experimental directives.
2. For your information and use in connection with the investigation requested in Para. 1, there are inclosed herewith the following reports:
  - a. "Report of Airplanes Assigned or on Loan to Materiel Command" dated 15 November 1943.
  - b. "Airplanes Assigned to AAF Proving Ground Command" dated 11 December 1943. (Includes only airplanes at Eglin Field proper; does not include airplanes at various proving ground detachments and satellite fields.)
  - c. "Utilization of Tactical Aircraft at AAF Tactical Center" dated 14 Dec 1943.
3. A total of over 1000 aircraft of all types are indicated by the reports referred to in Para. 2 as assigned to the indicated activities, primarily for test and experimental purposes. This number appears to be in excess of the reasonable needs of the activities concerned in view of the urgency of supplying combat theatres and continental training activities with a maximum number of tactical aircraft.
4. It is also recommended that consideration be given to the determination of whether tests are being conducted by the most appropriate activity.

*452-1*  
*1170*

3 Incls.

- Incl #1 - Rpt dtd 11/15/43
- Incl #2 - Rpt dtd 12/11/43
- Incl #3 - Rpt dtd 12/14/43

*supd*  
BARNEY M. GILES  
Major General, USA  
Chief of Air Staff

Dispatched  
18 DEC 1943  
AAG

~~SECRET~~

*File*  
*9-12-1945*

*AS 452-1 (1170)*

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~~SECRET~~

DECLASSIFIED  
DDO HFS  
8 Jan. & 30 June 1974  
By: ALH/HLL/IC Date: 10-7-76

**CONFIDENTIAL**

RECAPITULATION

15 November 1943.

REPORT OF AIRPLANES ASSIGNED OR ON LOAN TO MATERIEL COMMAND

AIRPLANES	WRIGHT, EGLIN AND WILMINGTON FIELDS				A.S.T.B	N.A.C.A.	COLD WEATHER TESTS	CONTRACTORS' PLANTS		TOTALS
	TEST	POST OPERATIONS	STORAGE	SUB-TOTALS				TEST	OTHER	
Combat	129	0	0	129	36	13	29	85	2	294
Service Combat	19	29	1	49	4	1	5	15	10	84
Training	26	16	0	42	1	0	0	10	3	56
Experimental	17	2	0	19	0	1	0	14	0	34
Foreign	9	0	1	10	0	0	0	0	0	10
R-Series & Obsol.	41	3	0	44	3	6	2	23	3	81
Target	7	0	1	8	0	0	0	1	0	9
Glider	31	0	6	37	0	0	0	1	0	38
TOTALS	279	50	9	338	44	21	36	149	18	606

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DDO 1175

8 Jan & 30 June 1974  
By *AD/INT JC Doe 10-9-76*

~~SECRET~~

~~SECRET~~

**AIRPLANES ASSIGNED TO AAF PROVING GROUND COMMAND**

By Authority of The  
Commanding General  
Army Air Forces  
12/11/43

**LST PROVING GROUND GROUP  
Permanent Assignment**

Type of Airplane	Service Test No.	Subject
A-20B	1-42-60	Test of New Horizontal Bombing Technique- <del>SECRET</del>
A-20B		
A-20G-1-DO	4-42-1-5	Recently initiated.
RA-24B	2-43-104	Test of Type E3A Trigger Motor Springs.
RA-25A-5-CU		
AT-11	1-43-100	Recently initiated.
AT-11		Used for instrument training and transition.
AT-11-24-BH		
AT-23A-MA		Tow Target.
AT-23A-MA		
AT-23A-MA		
AT-23A-MA		
B-17F-40	Special	Special Weapon Test.
B-17F-75-BO		Being stripped.
B-17F-75-BO	1-43-42-1	Recently initiated.
	2-43-69-3	Test to Obtain Target Firing Data on Standard Martin Upper Turret.
	2-43-115	Test on GSAP Cameras on Bomber Defensive Gun Installations.
	2-43-126	Test of Briggs Four-Gun 44° Lower Ball Turret.
	2-43-86	Test Gun Heaters Installed in G. E. Turret.
	3-43-148	Recently initiated.
	7-43-22	Test Improved Arrangements Oxygen, Phone and Heated Suit Connect.
B-17F-120-BO	1-43-95	Test Determine Maximum Combined Loading of Demolition and Incendiary Bombs.
	7043-18	Test of Bendix Mechanical Air Position Indicator.
	1-43-98	Test Determine Reasons for Malfunctions in Bomb Release System.
B-17F-130-BO	1-43-29	Test Automatic Gyro Leveling System for M-Series Bomb Sights.
	1-43-81	Test of True Airspeed Indicator
	1-43-87	Test of M47A2 Incendiary Bomb with M12 Burst- <del>SECRET</del>
	7-43-12	Test Method for Celestial Navigation by Sights on Planes and during Daylight. Recently initiated.
	1-43-99	Test of Higher Slewing Sperry Upper Turret.
B-24G-1-MT	2-43-118	Test of Modified Type K-8 Gun Sight.
B-24H-1-FO	2-42-28-1	Test of Fire Hazard of External Combat Tanks on Fighter Aircraft.
RB-25B	4-43-26	

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B-25D-5-MA	1-43-63-1	Test Fuller Minimum Altitude Bomb Sight Modified.
	1-43-96	Test of Bomb Sight Mark III
	5-43-12	Releasing Bomb by Remote Control
B-25D-5-MA	1-43-94	Test of Igor Bomb Sight.
B-25G-2-MA	2-43-75	Test of Determine Inw Characteristics M-48HE Projectile - High Speed Recently initiated.
B-25G-3-MA	1-43-99	Test Complete Armament Installation in Production B-25H.
B-25H-1-MA	2-43-124	Operational Suitability Test B-25G Airplanes.
B-25H-1-MA	4-43-53	Test Missile Booster Increasing Cyclic Rate, Cal. .50 B&M Gun.
B-25H-1-MA	2-43-120	Test to Determine Reason for Malfunctions in Bomb Release System.
B-26B-10-MA	1-43-98	
B-26B-10-MA		
F-9	8-43-27	Test of Aircraft Camera, Type K-22.
	8-43-31	Test of 12° Cone for K-24 Cameras.
	8-43-33	Test of 20° Cone for Type K-24 Aerial Camera.
	8-43-29	Test of B-1 Camera Cover.
	8-43-30	Test of B-7 Camera Cover.
	8-43-40	Test of Intervalometer, Type B-24.
	8-43-42	Test of Intervalometer, Type B-7.
	8-43-43	Recently initiated.
	4-43-26	Test of Fire Hazard of External Combat Tanks on Fighter Aircraft.
	8-43-19	Test of Type A-5 Motion Picture Camera.
	8-43-26	Test of Intervalometer Type B-3-B.
F-10	8-43-3	Aerophotographic Study of Underwater Features.
	8-43-10	Test of Type T-7 Aerial Camera.
	8-43-25	Test of Pilot Director for Photographic Airplanes. (Type C-1)
	8-43-34	Test of Continuous Strip Aerial Camera, Type S-5A.
	8-43-19	Test of Type A-5 Motion Picture Camera.
	8-43-26	Test of Intervalometer Type B-3-B.
L-1		Miscellaneous.
L-5		Miscellaneous.
P-38F-15-10	4-43-44	Comparison Test of the Zero and American Fighter Aircraft.
P-38J-1-10	4-43-25	Test to Determine Best Methods Dropping External Combat Tanks from Fighters.
	4-43-28	Test Operational Suitability of P-38J Airplanes.
P-38J-5-10	4-43-28	Test Operational Suitability of P-38J Airplanes.
P-38J-5-10	4-43-28	High Altitude Test of 4.5" Rockets.
P-39H-0-1-BE	2-43-29-16	Test Air Firing of 4.5" Rockets, Equipped with Fuses (T) - <del>SECRET</del>
	2-43-29-22	Test of 4.5" Rocket Cluster Installation in Fighter Aircraft.
	2-43-29-23	Comparison British and American Rocket Installation Fighter Aircraft - <del>SECRET</del>
	2-43-105	

~~SECRET~~

2-43-122  
4-43-38  
P-39Q-1-BE 2-43-93  
2-43-106  
P-39Q-1-BE 2-43-99  
P-40L-5-CU 4-43-49  
P-40W-1-CU 4-43-44  
4-43-51  
7-43-21  
P-47D-10 4-43-53  
2-43-71  
P-47D-10 4-43-25  
P-47D-15-RE 4-43-61  
P-51 4-43-44  
4-43-51  
P-51B-5-NA 4-43-42  
4-43-42  
4-43-44  
P-51B-1-NA 4-43-42  
7-43-21  
P-51B-1-NA 4-43-42  
P-51B-1-NA 7-43-21  
P-51B-1-NA 4-43-42  
P-51B-1-NA  
P-51B-1-NA  
P-61A 2-43-127  
P-61A 6-43-2-4  
PQ-8  
PQ-8  
PQ-8  
PQ-8  
PQ-8  
PQ-8  
PQ-8  
PQ-8  
UC-78-1-CE  
XB-25G  
YP-61 6-43-4-4  
YP-61 6-43-4-2

Test of Rocket, AP, 4.5" TB.  
Operational Suitability Test Fighter Aircraft Equipped with 4.5" Rocket.  
Test of Pistol Grips for Cannon Firing Aircraft.  
Test of Carrier Dog for MA 37mm Cannon.  
Test of New Type Ejector for 37mm Gun, MA.  
Comparative Tests 3 Types Landing Gear for P-40.  
Comparison Test of the Zero-American Fighter Aircraft.  
Comparative Performance Test of Fighter Aircraft.  
Test Improved Pilot Comfort in Fighter Type Aircraft.  
Operational Suitability Test B-25G Airplane.  
Test to Determine Effect Boreighting Methods.  
Range Altitude Fixed Gun ACC.  
Test to Determine Best Methods Dropping External Combat Tanks from Fighter.  
Recently initiated.  
Comparison Tests of the Zero-American Fighter Aircraft.  
Comparative Performance Test of Fighter Aircraft.  
Test of Special Inhibitor in P-51B Airplane.  
Comparison Test of Zero and American Fighter Aircraft.  
Test of Special Inhibitor in P-51B Airplane.  
Test Improved Pilot Comfort in Fighter Type Aircraft. Declared in excess.  
Test of Special Inhibitor in P-51B Airplane.  
Test of N-9 and N-10 Fixed Gunsights.  
Operational Suitability of YP-61  
Target Ship.  
"  
"  
"  
"  
"  
"  
"  
"  
"  
"  
Operational Suitability of YP-61.  
Test of YP-61 Airplane.

Temporary Assignment

A-20C 2-43-29-8  
2-43-29-20

Test of Reloadable 4.5" Rocket Tubes on A-20C Airplane.  
Test Firing at Airplane Shadow with 4.5" Projectile.

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2-43-29-21  
4-43-47  
2-43-29-16  
5-43-8  
5-43-9  
1-43-102  
1-43-101  
2-43-117  
2-43-29-10  
2-43-125  
4-43-51  
"  
"  
7-43-21  
2-43-111  
4-43-54  
2-43-29-16  
2-43-29-22  
2-43-29-23  
2-43-105  
2-43-22  
4-43-38  
4-43-44  
4-43-51  
7-43-21  
4-43-44  
4-43-51  
7-43-21  
4-43-44  
4-43-25  
4-43-42  
4-43-25  
4-43-42

A-20G-20-DO  
A-26A-1-NA  
B-17F-60-80  
B-17F-65-80  
BB-18  
B-24D-60-50  
B-24H-30-FO  
B-25D-31-NA  
B-26B-4  
B-25C  
B-26B-35-NA  
F6F-3  
F6F-3  
FG-1  
F3A-1  
P-38J-15-LO  
P-38J-10-LO  
P-40E-1  
RP-47C  
P-47C-5-RE  
P-51B-1-NA  
P-51B-1-NA  
P-51B-1-NA  
P-51B-1-NA

Test Firing at Underwater Targets with 4.5" Projectile.  
Operational Suitability of A-20G Type Airplane.  
High Altitude Test of 4.5" Rockets.  
Test of High Altitude Over Water Bombing Device 717 T-3. - SECRET  
Test of SGR-519 Radar Equipment. - SECRET  
Departed.  
Recently initiated.  
Recently initiated.  
Test of K-11 Om-Speed Computing Gun Sight.  
Departed.  
Test of 4.5" Rocket Clusters on B-26 Airplane.  
British Rocket.  
Test of M-6A Gun Mount with Improved Feed and link and Case Catcher in B-26B.  
Comparative Performance Test of Fighter Aircraft.  
"  
"  
Departed.  
Departed.  
Test Improved Comfort in Fighter Type Aircraft.  
Test of Booster Installations in Ammunition Boxes in P-38.  
Test of Flat Windshield on P-38J-1 Airplanes.  
High Altitude Test of 4.5" Rockets.  
Test of Air Firing of 4.5" Rocket Equipped with Fuses (T) - SECRET  
Test of 4.5" Rocket Cluster Installation in Fighter Aircraft.  
Comparison British and American Rocket Installation Fighter Aircraft - SECRET  
Ammunition Boxes with Wax Dipped Liners.  
Operational Suitability Test Fighter Aircraft Equipped with 4.5" Rocket.  
Comparison Test of the Zero and American Fighter Aircraft.  
Comparative Performance Test of Fighter Aircraft.  
Test Improved Pilot Comfort in Fighter Type Aircraft.  
Comparison Test of the Zero and American Fighter Aircraft.  
Comparative Performance Test of Fighter Aircraft.  
Test Improved Pilot Comfort in Fighter Type Aircraft.  
Test of Special Inhibitor in P-51B Airplane.  
Departed.  
Test to Determine Best Methods Dropping External Combat Tanks from Fighter.  
Test of Special Inhibitor in P-51B Airplane.  
Departed.

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P-51B-1-MA	4-43-42	Test of Special Inhibitor in P-51B Airplane.
	4-43-23-1	Recently initiated.
P-51B-1-MA	4-43-42	Test of Special Inhibitor in P-51B Airplane.
	4-43-23-1	Recently initiated.

1ST PROVING GROUND ELECTRONICS UNIT  
Permanent Assignment

AT-18	Miscellaneous.
AT-18	Project No. 12 and 3.
AT-18	In sub-depot to have equipment installed.
AT-18	Projects No. 4 and 10.
RB-18B	In sub-depot.
B-17F-80-B0	Project No. 5 and 4.
RB-23	
B-24D-21-CF	Departed.
B-24D-21-CF	Departed.
B-26B-31-MA	Project No. 10
L-3B	Miscellaneous.
UC-78-1-CE	Miscellaneous.

Temporary Assignment

B-24D (Temp. loan)	In Oklahoma City for Modifications.
--------------------	-------------------------------------

1ST PROVING GROUND TORPEDO SQUADRON  
Permanent Assignment

RB-25A	(Temp. loan from 51st Air Base Sq) used as Torpedo Trainer.
B-25D	(Temp. loan from 51st Air Base Sq) Departed.
B-26B-4	Torpedo trainer.
B-26B-35-MA	Torpedo trainer.
L-5	Miscellaneous and transition.
UC-78-1-CE	Miscellaneous and transition.

51ST AIR BASE SQUADRON  
Permanent Assignment

BC-1A	Transition and Flying Training.
L-3C	"
L-3C	(temp loan from 27th Sub-Depot) - Transition and Flying Training.
UC-43	Transition and Flying Training.
UC-78	"
UC-78	"
UC-78-1-CE	"

\*NOTE: The above airplanes are only those at Eglin Field proper and does not include any airplanes at the various Proving Ground Command Detachments and satellite fields.

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UNCLASSIFIED



DECLASSIFIED  
 DOD IIS  
 8 Jan. & 30 June 1974  
 by ALJ/llh/c Date 10-17-76

CONFIDENTIAL  
 RECLASSIFIED

14 Dec 1943

MEMORANDUM FOR: Colonel Cairnes

SUBJECT: Utilization of Tactical Aircraft at AAF Tactical Center

1. In compliance with your request the following information concerning assignment and utilization of tactical aircraft at the AAF Tactical Center is submitted. The statistical data have been obtained direct from the Office of the Deputy Commander for Operations, AAF Tactical Center, by telephone.

ASSIGNED TACTICAL AIRCRAFT BY TYPE - REPORT FOR 9 DECEMBER 1943

TYPE AIRCRAFT	TOTAL NO. ASSIGNED	FLYABLE		GROUNDED
		OPERATIONAL	NON-OPERATIONAL	
A20	24	15	-	9
A36	2	-	-	2
B17	19	-	17	2
B24	25	19	-	6
B25	22	3	17	2
B26	4	-	3	1
F 5	1	-	-	1
F 9	1	1	-	-
F38	9	4	-	5
F39	23	2	15	6
F40	4	2	-	2
F47	55	39	-	16
F51	17	10	-	7
F70	40	24	1	15
RA24	32	5	17	10
RA25	1	1	-	-
RB18	1	1	-	-
RB24	8	6	-	2
DB 7	6	3	-	3
UC36	1	1	-	-
UC71	1	-	-	1
UC78	10	7	-	3
CG 4	1	-	-	1
XB41	1	-	1	-
Y060	2	1	-	1
YP61	4	3	-	1

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~~CONFIDENTIAL~~  
DECLASSIFIEDHOURS FLOWN BY TACTICAL AIRCRAFT (OPERATIONAL AND NON-OPERATIONAL) DURING PERIOD 11 NOVEMBER THROUGH 10 DECEMBER 1943 BY TYPE AIRCRAFT AND MISSION

<u>MISSION</u>	<u>HEAVY BOMBER</u>	<u>MEDIUM BOMBER</u>	<u>LIGHT BOMBER AND ATTACK</u>	<u>PURSUIT*</u>
Nav. Trng	1412 hrs	435 hrs	282 hrs	2827 hrs
Gunnery Trng	65	2	35	376
Bomb Trng	452	97	0	6
High Alt. Trng	435	6	0	899
Aerial Photo Trng	0	0	0	14
Transition Trng	331	255	18	1569
Instrument Trng	71	48	10	587
Formation Trng	172	369	310	1929
Tact Demonstration	133	0	240	1028
AAF Board Proj	54	0	85	599
Tactical Test	41	0	400	262
Service Test	32	0	0	380
<b>TOTAL HOURS</b>	<b>3199</b>	<b>1212</b>	<b>1380</b>	<b>9936</b>
<b>Average No. Flyable Aircraft</b>	<b>43</b>	<b>23</b>	<b>14</b>	<b>161</b>
<b>Hours Per Month Per Flyable Aircraft</b>	<b>74.4</b>	<b>52.7</b>	<b>97.8</b>	<b>61.6</b>

2. All tactical aircraft assigned to the AAF Tactical Center are being used for tactical purposes by that Command. None are reported as available for other assignment.

3. Pursuant to an arrangement proposed by the Office of the Asst C/AS, Training (Colonel Barr) and concurred in by Allocations, all P-51 aircraft assigned to the Tactical Center will be reassigned to the Third Air Force in exchange for P-39's and P-63's.

Russell A. Fisher /s  
 RUSSELL A. FISHER  
 Major, Air Corps  
 Liaison Officer

\*Includes thirty-six (36) P-70's, four (4) XP61's and eleven (11) A20's used as pursuit aircraft by 481st Night Fighter Group.

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DECLASSIFIED  
DDI 113  
8 Jan. 4, 90 June 1994  
By: ALH/1241AC; Date 10-2-76

TO: Chief of the Air Staff

Date: 27 Jan 44

FROM: AC/AS, Intelligence

Comment No. 9  
JIT:esm 71092

Noted. Attention invited to Comment No. 7.

JOHN F. TURNER  
Colonel, Air Corps  
Exec., AC/AS, Intelligence

2 Incls. n/c

452.1 1088  
112

~~SECRET~~

*File*  
*0-31/Jan 44*

452.1 1088

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~~RECLASSIFIED~~

DECLASSIFIED  
DOO ltrs  
8 Jan. & 20 June 1974  
By 3-1/HH LC Data 10-7-76

*452.1 (1168)*

TO: AC/AS, Operations, Commitments & Requirements  
ATTN: General Craig

FROM: Chief of the Air Staff

DATE 28 Dec 43

COMMENT NO. 5  
MAL/ee/3375

To note the foregoing comments by AC/AS, Intelligence and for any further action necessary.

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

*Dispatched  
28 DEC 43  
AAG*

*File  
ee 12/30/43*

~~SECRET~~

*452.1 (1168)*

DECLASSIFIED  
DOD 115

8 Jan. & 20 June 1974  
By: ALJ/HHC Date: 10-7-76

**Heavy Use of AAF Airplanes**

**AG/AS, Intelligence**

**Deputy Chief of the Air Staff**

24 Dec 43

RHR/co/78141

General Craig desires your comment on this matter.

ROBERT H. HARPER  
IA. Colonel, Air Corps  
Asst Secretary, Air Staff

Dispatched  
24 Dec 1943  
RHR

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DDO WTS

8 Jan. & 20 June 1974  
By: ALH/HHC, Date: 10-7-76

**Enemy Use ofAAF Airplanes.**

AC/AS, Operations, Commitments & Requirements -  
ATTENTION: Colonel Wm. F. McKee.  
Chief of the Air Staff

15 December 43

HAC/mgq/3373 <sup>1</sup>

1. An increasing number of reports are coming from overseas theaters indicating that the enemy is using AAF airplanes in conjunction with their attacks on our formations.
2. Have any instructions been issued or provisions made for the destruction of AAF airplanes which have been forced to land in enemy territory? If not, please prepare appropriate instructions, or take appropriate action, to provide for this contingency.

H. A. CRAIG,  
Brigadier General, U. S. A.

Dispatched  
15 DEC 1943  
ABG

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DDO Hqs.  
8 Sep. & 20 June 1974  
By ALH/HHC Date 10-7-76

**Estimated Delivery of Aircraft for the Months of January, February and March 1944**

Assistant Chief of Air Staff, H.M.A.S.  
(Attention: Aircraft Distribution Central Branch)  
The Chief of the Air Staff

1  
OWH:rcd - 74323

1. Aircraft allocations for the year 1944 are now under review and should be definitely determined within the next 30 days. It is recognized, however, that a planning schedule of estimated deliveries is necessary in order to issue shipping instructions and do the necessary production and modification planning.
2. Attached hereto for your information is a tentative schedule of estimated deliveries for the months of January, February and March 1944. Aircraft delivered in accordance with this tentative schedule will be applied against the final allocations for the year 1944.
3. The attached schedule cancels and supersedes the tentative schedule for the month of January forwarded in a previous R & R from this office.

BARNETT H. GILES  
Major General, U.S.A.

Incl.

Dispatched  
16 U.C. 1943  
ARC

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Re: 452.1 (1166)



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8 Jan & 30 June 1974  
By 11/HR LC, Date 10-2-74  
*File Max*

HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON 25, D. C.

7 DEC 1943

SUBJECT: Fighter Airplane Range Extension Program  
(Ferrying of P-38 and P-51 Aircraft)

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

1. a. During the month of December 1943, approximately 350 P-38 aircraft equipped with self-sealing leading-edge wing tanks will be available for delivery from Dallas to Newark.

b. In addition, approximately 300 P-51 airplanes equipped with 85-gallon self-sealing fuselage tanks will be available for delivery to Newark from the following Modification Centers:

Niagara Falls ✓  
Buffalo ✓  
Rome Air Depot ✓  
Daggett ✓

Tucson ✓  
Atlanta ✓  
Dayton ✓  
Wichita ✓

2. Shipping space and priorities have been arranged to accomplish the movement of these aircraft from the Newark Port of Embarkation to destination on a specific schedule.

3. Because of the extreme urgency of this matter, it is imperative that there be no avoidable delay in ferrying these aircraft from the modification centers to Newark.

4. This matter has been discussed informally between representatives of this office and of the Ferrying Division, Air Transport Command, to discover whether there was any requirement for the temporary assignment of fighter pilots to your Command to insure the accomplishment of this mission. It was stated that such an assignment would be unnecessary, provided ferrying pilots were permitted as much as two hours of rest time on P-51 aircraft prior to ferrying. The use of these modified airplanes by ATC for such rest or transition time has not been permitted heretofore.

*[Handwritten signature]*

RWJ/emw/6210  
AFDMA-4D

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8 Jan & 30 June 1974  
By 11/HR LC, Date 10-2-74

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*12/10/43*

*File Max*  
*1161*

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"CONFIDENTIAL"  
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DOO IIS  
8 Jan & 30 June 1974  
By 11/HR LC, Date 10-2-74

HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON 25, D. C.

5. The Air Transport Command is requested to ferry, at highest priority, the aircraft described in paragraph 1, above, from the several Modification Centers to Newark. To accomplish this mission, the use of modified P-38 and P-51 aircraft for essential rest or transition time is authorized only when such work cannot be accomplished with the use of unmodified airplanes.

6. If weather conditions or other unforeseen contingencies, causing a pilot shortage, should endanger the accomplishment of this mission, this headquarters is to be notified at once, through a telephone call to Major Robert W. Johnson, Extension 6210; with confirmatory teletype.

By command of General ARNOLD:

(Signed) B. E. Meyers

B. E. MEYERS  
Brig. General, U. S. A.  
Deputy Asst. Chief of Air Staff  
Material, Maintenance & Distribution

RWJ/emw/6210  
AFDMA-4D

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8 Jan & 30 June 1974  
By 11/HR LC, Date 10-2-74

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4 Apr 8 20 June 1974  
By *NA/111111* Date *10-7-76*

DEC 8 1943

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Letter to Second Air Force on B-29 Program.

I. Discussion

1. Attainment of the objectives which led to the designation of Colonel Gibson as Special Project Officer on the B-29 depends upon closer coordination with the Second Air Force and the XI Bomber Command than has been achieved to date.

2. So far as concerns the B-29 Program, this office has not been sufficiently informed of events transpiring within the Second Air Force or of business transacted by representatives thereof on visits to this Headquarters.

3. Correction of this situation is necessary if Colonel Gibson is to be in a position to keep General Arnold and yourself fully posted at all times.

II. Action recommended

It is recommended that the attached letter be signed and forwarded.

WILLIAM F. McKEE  
Colonel, Air Corps  
Deputy Asst. Chief of Air Staff  
Operations, Commitments & Requirements

*WFF 452.1*  
*1156*

*Letter to 2nd AF dispatched 12/12/43*  
*WFF*

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*air 452.1156*

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DECLASSIFIED  
DDO MTS  
8 Jan & 20 June 1974  
By WJH/IC Date 10-7-76

Subject: B-26 Production

*Auth by 45-2.1 (1155)*

To: Deputy Chief of Air Staff (General Ferrin)

Date 11 Dec 1948

From: Asst C/AS, MM&D (Material Division)

Comment No. 2  
EHB/hia--4809

1. The Materiel Command investigations of the impact of placing an order with Martin, Baltimore, for 800 additional B-26 airplanes develop the following:

a. An optimistic estimate as to the number of additional B-26 airplanes that could be produced during 1944 would be 80 additional by 1 July 1944 and a possible 400 additional by 31 December 1944.

b. Upon decision by the Commanding General, Army Air Forces, to curtail B-26 production, plans were made to utilize capacity released at Martin, Baltimore, to further the B-29 program by having Martin build B-29 nacelles. Placing an additional order at this time for B-26 airplanes would retard the B-29 program.

2. A conference this morning with representatives of Assistant Chiefs of Air Staff, Plans, O&M and MM&D indicated that the small quantity of B-26 airplanes available during the first six months of 1944 would not be of sufficient benefit to justify placing an additional order and that a review of the total requirements for the year would indicate that the additional B-26 airplanes would not be required during the last half of 1944.

3. It is requested that a review of the decision to procure an additional 800 B-26 airplanes be made by the Deputy Chief of the Air Staff.

Comments:  
AS/AS, Plans \_\_\_\_\_  
AS/AS, O&M \_\_\_\_\_

D. V. CHIRLAN,  
Brig. General, U.S.A.,  
Chief, Materiel Division.

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*Auth by 45-2.1 (1155)*

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8 Jan 80 Date 10-2-76  
By *Aty/Hitic*

B-26 Production

AC/AS, MA&D

Deputy Chief of Air Staff

7 Dec 43

ESP/eva/6371

1

General Giles directs that 500 additional B-26 aircraft be manufactured to cover non-AAF bids and to cover possible slack in the A-26 program.

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

Dispatched  
8 DEC 1943  
AAG

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Air Staff

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DD Form 1374

HEADQUARTERS ARMY AIR FORCE

~~SECRET~~

By: MLH/HHC Date: 10-7-76

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Distribution of Aircraft

TO: Deputy Chief of Air Staff (General Perrin)

DATE 6 Dec 1943

FROM: AC/AS, OCR - Aircraft Branch

COMMENT NO. 1

DDMs/epm/2820

1. There is inclosed copy of report showing distribution of aircraft received from factory and modification centers during November 1943.

Incl.  
Schedule  
dtd 12/6/43

*R. H. KELLY*  
R. H. KELLY  
Colonel, Air Corps  
Chief, Commitments Division

*To: my Outreach*

*1154*  
*1154*

*File SK 12/9/43*

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Air Adjutant

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8 Jan. & 20 June 1974

by ~~ALH/MLC~~ Date 10-7-76

Fighter Airplane Replacements for Project 9.

Deputy Chief of Air Staff

29 Nov 1943

AC/AS, OC&R, Theater Commitment & Implementation Branch

6  
HBG:ej 73085

1. In connection with replacement aircraft, P-51B's are now set up as replacements for Project 9, as stated in comment 3. These replacement aircraft were set up by Allocations Branch at the direction of Generals Giles and Craig.
2. With respect to the ferrying of these aircraft, Fighter and Air Defense Branch, as stated in comment 5, does not recommend the ferrying of them to the theater of operations.
3. In connection with replacement personnel, this office is advised by AFFMP that replacements will be handled in the usual manner by the theater.

R. H. KELLY,  
Colonel, Air Corps,  
Chief, Commitments Division.

*11254 ADD*

*P-47s authorized for replacements by Gen Perin*

*(1153)*

*File  
GX  
12/7/43*

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8 Apr. & 20 June 1974  
By MAJ/HILLIC Date 10-7-76

Fighter Airplane Replacements for Project 9.

R & R #4 to AC/AS, OC&R, Fighter & Air Defense Branch dated 24 Nov 1943

To: Asst C/AS, OCR (Theater Commitment & Implementation Br.) DATE 25 Nov 1943  
From: Asst C/AS, OCR (Fighter & Air Defense Branch) COMMENT No. 5  
Lt Col Vicoallo:sjp  
Ext. 72429

From experience gained in flight deliveries of fighter aircraft to the theaters the policy has been established to ship all fighters by water. The P-51B has a new type engine and it will be necessary to have spare parts established over this long route. If these airplanes are flight delivered, they will arrive in the theater with a minimum of eighty (80) hours of flight time - normally one-half of the life of the engine. Due to the small number of aircraft involved, it is suggested that arrangements can be made with the Tenth Air Force to furnish airplanes for Project 9 on a loan basis until these airplanes arrive.

W. H. WISE  
Colonel, Air Corps

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8 Apr. & 20 June 1974  
By MAJ/HILLIC Date 10-7-76

Fighter Airplane Replacements for Project 9.

Deputy Chief of Air Staff

29 Nov 1943

AC/AS, OC&R, Theater Commitment & Implementation Branch

6  
HGO:ej 73085

1. In connection with replacement aircraft, P-51B's are now set up as replacements for Project 9, as stated in comment 3. These replacement aircraft were set up by Allocations Branch at the direction of Generals Giles and Craig.
2. With respect to the ferrying of these aircraft, Fighter and Air Defense Branch, as stated in comment 5, does not recommend the ferrying of them to the theater of operations.
3. In connection with replacement personnel, this office is advised by AFPM that replacements will be handled in the usual manner by the theater.

R. H. KELLY,  
Colonel, Air Corps,  
Chief, Commitments Division.

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REF ID: A66542

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DOO hrs.  
8 Jan. & 20 June 1974  
by ALM/MLC Date 10-7-76

6 December 1943

MEMORANDUM FOR BRIGADIER GENERAL H. A. CRAIG:

Subject: Additional Troop Carrier Aircraft.

1. To indicate the additional possible sources of aircraft for this purpose there are attached hereto three schedules showing the locations of all units of principal transport types and estimated deliveries through March, 1944.

2. Sheet 1 shows by commands all C-47 (and other DC-3 type) aircraft in U.S. including aircraft on ATC routes and enroute to theaters. Sheet 2 shows all C-47 (and other DC-3 type) aircraft in theaters, aircraft enroute to theaters being shown in parenthesis, and also shows estimated deliveries and allocations of this type aircraft for the next four months. Sheet 3 gives similar information regarding C-46 type and C-60 type aircraft.

3. It is to be noted that the principal potential sources of additional C-47 type aircraft are the training units of Troop Carrier Command with 475, Air Transport Command with 378, the depots and sub-depots of Air Service Command with 157, and new production of which 94 units in December and 70 in each of the following months are allocated to Lend-Lease Beneficiaries.

4. I understand that a program covering this requirement has been worked out and this information may be superfluous. Have you further instructions in the matter?

ROBERT PROCTOR  
Lt. Col., A.C.

*File  
SK  
12/17/43*

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REF ID: A66542

*File  
Air 452.1 (1152)*

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000 RFS  
As of 11/30/43  
6 Apr 6 30 June 1974  
By ATL/HH/LC Date 10-7-76

**C-47 and other DC-3 Type Aircraft in U.S.**  
(Including Aircraft on ATC Routes and enroute to Theaters)

**Group 1**  
Continental U.S.  
(Including ATC Foreign Routes)

**SECRET**

	C-47A	C-48	C-49	C-52	C-53	C-64	Sub-Total	Command Total
<b>Troop Carrier Command</b>								
Units in Training	356	5	9	3	4	98	475	
Other than Training	5		1			8	14	
Enroute to Theaters	61					2	63	552
<b>Air Transport Command</b>								
Q. and Ferry Units	4	1	9			2	2	18
Training Units		1	26	1				28
Being Ferried	49	1	1			1		52
Leased to Airlines	14	1	28			5		48
Foreign Routes	185	3	7		1	35	1	232
								378
<b>Material Command</b>								
Units	11					1		12
Modification Centers	16							16
								28
<b>Service Command</b>								
Service Units	5	1	9	1		5	1	22
Depots and Sub-Depots	142		5	2		8		157
								179
Commanding General	2	6		1				9
								9
Training Command				1		1		2
								2
California-Arizona Maneuvers	1							1
								1
Tactical Center	1							1
								1
	852	19	95	9	5	166	4	1150

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Sheet 2		C-47 and other DC-3 Type Aircraft in Theaters (Aircraft EnRoute shown in parenthesis - Also shown on Sheet 1)							As of 11/30/43	
In Theaters and outside U.S.		C-47 & C-47A	C-48	C-49	C-50	C-52	C-53	C-54	Sub-Total	Grand Total
<b>Troop Carrier Commands:</b>										
5th Air Force	291 (17)								291 (17)	
6th Air Force	7		6						13	
7th Air Force	7						4		11	
8th Air Force (& 9th)	93 (34)	1					30 (2)		124 (36)	
10th Air Force (& 14th)	30 (6)						4		34 (6)	
11th Air Force	23								23	
12th & 15th Air Forces	437 (1)						92		529 (1)	
13th Air Force	54 (3)								54 (3)	1079 (63)
<b>Other Activities</b>										
Atlantic Bases	2								2	
Ladd Field	1								1	6
EnRoute U. S.							1		1	
● Middle East								1	5	9
	989 (61)	1	6				131 (2)	1	1088	
Estimated Deliveries and Allocations of C-47A (Sole type) December 1943 - March 1944 incl.										
	<u>Dec.</u>	<u>Jan.</u>	<u>Feb.</u>	<u>March</u>	<u>Total</u>					
AAF	157	185	205	205	752					
Navy	5	20	20	20	65					
Britain	81	50	50	50	231					
Russia	13	20	20	20	73					
China	2	5	5	5	17					
					1138					
Note: Australia and H.E.I. each allocated 1 in December										

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Sheet 3		Other Transports in Continental U.S. and Overseas (Aircraft Enroute outside U.S. shown in Parenthesis)					As of 12/1/43	
	C-46 & C-46A	C-54	C-57	C-59	C-10			
<b>Continental U.S.</b>								
Commanding General	1							
Air Forces in U. S.		1	3	1	6			
Air Transport Command								
Units	41	3	4		38			
Being Ferried	13				2			
Airlines	6				5			
Troop Carrier					1			
Training					115			
Material (incl. Mod.)	22		1	1	1			
Air Service	24	1	2	1	37			
Sub-Total	107	5	10	3	206			
<b>Overseas</b>								
Air Transport Com. (Foreign Routes)	95 (34)	1	5		6			
Troop Carrier Coms.								
5th Air Force					3			
6th Air Force				1	1			
7th Air Force			1					
10th - 14th Air Force	4				3			
11th Air Force					3			
12th - 15th Air Force					3			
Ladd Field					2			
Spec. Missions			1		2			
	99 (34)	1	7	1	23			

Estimated Deliveries and Allocations December 1943 - March 1944					
	Dec.	Jan.	Feb.	March	Total
C-60					
Lend-Lease	7				7
C-46					
AAF	19	33	41	51	144
Navy	11	5	5	6	27

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DDO RFS

8 Jan. & 30 June 1975

By MLH/HH JC. Date 10-7-76

DECLASSIFIED

Performance Information on the B-29

Assistant Chief of Air Staff, Operations, Commitments and Requirements  
Deputy Chief of the Air Staff

12-6-43

WEN:JT 5246 <sup>1</sup>

It is requested that your project officer on the B-29 prepare a personal letter for my signature to Colonel P. D. Weikert in reply to his request for all performance information on the B-29. Please inform him that since the information now available is very indefinite and incomplete it may be misleading and it is considered desirable not to release the information which we now have.

Dispatched

7 JUN 1943

AWG

WILLIAM E. HALL,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

*WEN*

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*(1151)*

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DDO 105  
8 Jan. & 20 June 1994  
By AFS/1111C Date 10-7-96

*G. L. Giles*  
*Major*

P-40 Production

Asst C/AS, Material, Maintenance and Distribution  
Chief of the Air Staff

4 Dec 43

1

1. In order to alleviate the shortage of fighter aircraft and to assure availability of P-40 airplanes to the Army Air Forces in 1944, it is desired that P-40 production be maintained at a higher level than that previously contemplated.

2. Preliminary indications are that the P-40<sub>Q</sub> has performance characteristics justifying its consideration as a combat airplane which might be placed in quantity production should shortages in this category become critical.

3. It is therefore desired that immediate action be taken to:

a. Establish and maintain a production rate of not less than 200 P-40's per month for 1944.

b. Convert at least two additional P-40N's to P-40<sub>Q</sub>'s for test purposes, in order to determine its value as a combat fighter.

c. Investigate the practicability and desirability of converting all scheduled P-40N production to the P-40<sub>Q</sub> without any drop in production below 200 P-40N's and/or P-40<sub>Q</sub>'s per month in 1944.

d. Explore all possibilities of further increasing P-40 production in case it should become necessary to do so.

BANKY M. GILES  
Major General, U.S.A.

*44-4501-1150*

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*G. L. Giles*  
*12/1/43*  
*Copy for Gen Giles*  
*at 1052-1-180*



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NOTHING

HO. AAF  
6 DEC 1943

M A G MAIL SECTION

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12 6 1943

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DECLASSIFIED

DDO 1185

8 Jan & 20 June 1974

By NH/RL/DC Date 10-2-96

Aircraft Modifications and Changes

AC/AS, MM&D

2 Dec 43

Deputy Chief of Air Staff

1  
ESP/eva/6371

Paragraph #1 of our R&R dated 22 September 1943, subject: "Production of Airplanes," copy attached, is amended as follows:

General Giles directs that all production airplane change orders or requests for change orders will be approved by General Echols, personally.

1 Incl  
Cy Secret R&R #1 to  
MM&D dtd 22 Sep 43,  
"Production of Airplanes."

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

Dispatched  
4 -- 1943  
AAG

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12/1/43

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8 Jan 4 20 June 1974  
by ALH/HLL/c Date 10-7-76

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Production of Airplanes

C  
O  
P  
Y

AC/AS, MM&D

22 Sep 43

Deputy Chief of Air Staff

COMMENT NO. 1  
ESP/cmo/6371

1. General Giles directs that all production airplanes be frozen "as is" and that all change orders or requests for change orders will be OK'd by this office.

2. A letter is being written to General Wolf telling him that just as soon as the B-29's have reached the state which will make them operationally and tactically sound, that they will be frozen. No change orders will be issued unless approved here.

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

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*W. S. Perrin 1109*

DECLASSIFIED

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000 1075

2 Jan 4 30 June 1994

by ALC HLLC Date 10-7-76

Night Fighter Production

Asst C/AS, Materiel, Maintenance & Distribution

4 Dec 43

Chief of Air Staff

1

1. A recent cable from the Thirteenth Air Force stated that P-70 night fighter aircraft are urgently needed. The Navy has also expressed concern regarding the night fighter situation in the Pacific. One night fighter squadron is now enroute to the South Pacific and one squadron is scheduled to depart for the Southwest Pacific early this month. These two squadrons are without unit aircraft and cannot be equipped with P-70's until March and April, respectively, if the present modification schedule is not improved.

2. With the recent capture of additional islands in the Pacific area, the requirement for night fighter aircraft is even greater than before. The enemy, being unable to maintain attrition during daylight bombing raids, is resorting to increased night bombing attacks on our shipping and installations. This condition may become critical if we cannot discourage him by use of night fighters. It is, therefore, mandatory that action be taken to provide night fighter aircraft in order that proper night defense for our Pacific theaters can be maintained.

3. Aircraft for the entire night fighter program which now includes P-70 and P-61 aircraft, are extremely critical. Latest NMAAD schedule for P-70 delivery from Memphis modification center indicates one P-70 by 31 January, 10 by 26 February, 16 in March, and 11 in April. The P-70 modification program, as now operated at Memphis, fails to meet even minimum training requirements.

4. October production estimates for P-61 production were:

Jan	Feb	March	April	May	June
12	18	25	35	45	50

The aircraft tactical availability chart dated 10 November 1943 gives the following P-61 production estimates:

Jan	Feb	March	April	May	June
5	12	20	25	35	35

From 10 November estimates, it is seen that P-61 production will be less than minimum night fighter requirements.

5. It is desired that:

a. Every effort be made to expedite the modification of A-300 aircraft to P-70 night fighters.

*Handwritten:* P-70 452-1 1148

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DDO WTS

8 Jan & 20 June 1974

By ATL/144 JC; Date 10-7-76

Night Fighter Production

4 Dec 48

1 (contd)

b. Necessary action be taken to increase P-51 production with necessary improvements to be made later through modification.

BARRY M. GILES  
Major General, United States Army  
Chief of Air Staff

Dispatched  
6 Dec 1948  
ABG

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~~CONFIDENTIAL~~

*Att Ab 432 1148*

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DECLASSIFIED  
DOO WTS  
8 Jan. & 20 June 1974  
by ALM/HHC Date 10-7-76

4 December 1943

MEMORANDUM FOR CHIEF OF AIR STAFF:

Subject: Night Fighter Production

1. The attached Routing and Record Sheet is submitted for your signature.

2. The purpose of this Routing and Record Sheet is to expedite the modification of A-20G aircraft to P-70 aircraft and to increase P-61 production to the utmost. The night fighter aircraft modification and production has fallen far below our minimum requirements.

*William F. Sicker*

WILLIAM F. SICKER  
Colonel, Air Corps  
Deputy Asst. Chief of Air Staff,  
Operations, Commitments and Requirements

1 Incl.

*R-R disp to Darned  
12/6/43*

~~SECRET~~

*File 16 143  
01 12/10/43*

*Cur 0502.1 1149*

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Air Attendant General



~~SECRET~~

DECLASSIFIED  
DDO RPS

8 Apr. & 20 June 1974  
By ALH/HH LC Date 6-7-96

~~SECRET~~  
BY AUTHORITY OF  
DATE 2 DEC 1943

Meeting of AAF, USN, and RAF on 1944 Allocation of Aircraft.

Chief of the Air Staff

ACAS Plans

WMA: 2 Dec 43  
RMS:mc 74055

Attached hereto for General Giles' signature letters of notification for United States Navy and Royal Air Force re meeting to be held 8 December 1943 for the purpose of presenting and discussing Army Air Forces, United States Navy, and Royal Air Force requests for allocation of aircraft 1944.

L. S. KUTER,  
Brigadier General, USA.

Incls -  
draft ltr to DC/NO (Air) &  
draft ltr to A/N Sir WL Welsh  
"Alloc of Aire to AAF, USN, &  
United Nations fr 1944."

*Handwritten:* USA. 1 1146

~~SECRET~~

*Handwritten:* File 12/4/43

*Handwritten:* air 12/4/43

DECLASSIFIED

DECLASSIFIED  
DDO 1175

8 Jan & 20 June 1974  
By: ALH/LLC Date: 1-2-76

DECLASSIFIED

AFARP  
RMS:mec  
74055  
wta: 2 Dec 43  
DATE

4 DEC 1943

**SUBJECT:** Allocation of Aircraft to Army Air Forces and United Nations for 1944.

**TO:** Air Marshal Sir William L. Welsh  
British Joint Staff Mission  
Office of the Combined Chiefs of Staff  
Washington, D. C.

1. A meeting will be held on Wednesday 8 December 1943 at 1430 o'clock in Room 3 E 1046 The Pentagon to discuss the Army Air Forces, United States Navy, and United Nations requirements for aircraft.

2. The purpose of the meeting will be (a) to determine the definite requirements by type for the first half of 1944 and the tentative requirements for the second half of 1944, and (b) to ascertain how far the production of airplanes by types will go toward meeting these requirements and the tentative requirements of the others of the United Nations.

3. It is requested that you and such other representatives of your office as you may desire be present to discuss your particular requests for aircraft.

For the Commanding General, Army Air Forces:

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

*Handwritten:* 452.1.1146

DECLASSIFIED

*Handwritten:* File 01/12/43

COPY TO: GEN GILES' OFFC

DECLASSIFIED

DECLASSIFIED  
AFARP  
RMS imoc  
74055  
wtn: 2 Dec 43

DECLASSIFIED  
DDO ltr.  
8 Apr & 20 June 1974  
By: AL/11111; Date: 10-7-76

4 DEC 1943

**SUBJECT:** Allocations of Aircraft to Army Air Forces, United States Navy, and United Nations for 1944.

**TO:** Deputy Chief of Naval Operations (Air)  
Room 2082 Navy Building  
Washington, D. C.

1. A meeting will be held on Wednesday 8 December 1943 at 1430 o'clock in Room 3 E 1046 The Pentagon to discuss the Army Air Forces, United States Navy, and United Nations requirements for aircraft.
2. The purpose of the meeting will be (a) to determine the definite requirements by type for the first half of 1944 and the tentative requirements for the second half of 1944, and (b) to ascertain how far the production of airplanes by types will go toward meeting these requirements and the tentative requirements of the others of the United Nations.
3. It is requested that you and such other representatives of your office as you may desire be present to discuss your particular requests for aircraft.

For the Commanding General, Army Air Forces:

326408

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

Dispatched  
4 Dec 1943  
600

File  
12/1/43

452.1  
1146

COPY TO: GEN GILES' OFFC

DECLASSIFIED

452.1, 1146

**CONFIDENTIAL**

DECLASSIFIED  
DOD IIRs

8 Jan 8 20 June 1974  
By: *NH/HHC* Date: *10-7-76*

4 DEC 1943

Mr. J. M. Kindelberger  
North American Aviation, Inc.  
Inglewood, California

Dear Dutch:

Reference your letter of 15 November pertaining to continuation of the B-25H on through 1945 in the Inglewood plant, I have had my people check on this matter pretty carefully and it is our decision to let the existing schedule ride pretty much as is, particularly since what you propose does not fill the intervening gap on medium bombers.

As you know, we are most anxious to see the P-51 production stepped up to the maximum degree in the Inglewood plant, changing ultimately to the P-51F after that airplane has been proven and when the transition can advantageously be made. For this reason we would naturally be reluctant to see the B-25H production extended to a point where it would hamper the P-51 build-up. However, this situation may change as a result of current discussions and I assure you the B-25H will be kept in production as long as there is a tactical requirement.

The situation at the Kansas City Modification Center does not seem to be straightening out as rapidly as we had anticipated following your recent visit to that activity. It is hoped that you can find, in the near future, the opportunity to spend some more time there personally to help establish a real production flow through there.

Very truly yours,

Barney M. Giles,  
Major General, U. S. Army,  
Chief of the Air Staff.

BWC:sz/BEM:lw  
AFWD-2

**CONFIDENTIAL**

*OK*  
*458.1*  
*Barney Giles*  
*(1145)*

Disagree  
4-10-1943  
AMG

*File*  
*12/1/43*

*64 40 7.2 1 1145*

NORTH AMERICAN AVIATION, INC.  
INGLEWOOD, CALIFORNIA

NOVEMBER 15, 1943

(penned Note: "Gen. Meyers:  
Prepare reply for my signature - since we are  
short - at end of 1st half of 1944 - about 6 or 800 Medium  
bombers, it might be advisable to keep the B-25's in the  
picture a little longer at Inglewood. (signed) B.M.G.")

PERSONAL

Major General Barney Giles  
Chief of the Air Staff  
Army Air Forces  
Pentagon Building  
Washington, D. C.

Dear Barney:

1. We have given very serious consideration to the W-8 schedule for the Inglewood plant and are, of course, unable to come to any final conclusions through such independent consideration.
2. First, while in no position to comment on military requirements, we feel that certain factors might be pointed out without intending to presume in this regard.
3. Regarding the B-25H now in production at this plant, it is noted that W-8 provides for discontinuing this model about the end of 1944. The B-25J, which is considerably different both tactically and constructionally, is scheduled to continue production in Kansas City. We frankly question the advisability of cutting off the B-25H, or at least scheduling any such cut-off at this time. If, as we have some reason to believe, the B-25H type is the only medium bomber scheduled for full production for the future, the elimination of the B-25H is probably based on the future use of the A-36. (This is a reasonable program but if past experience can be used as a guide, it will be much later than the end of 1944 before a new plane of this type can supplant the B-25H. Also we have some doubt that the A-26, while undoubtedly superior in many respects, can ever completely take the place of the B-25H particularly since the defensive armament of the "H" is now about the equal of the four-engine bombers when operating near ground level.
4. Again admitting that we are in no position to make such judgments, we do feel that we may be in a very bad position if we schedule the "H" out of production

COPY

Major General Barney Giles  
November 15, 1943

and are then called upon to produce more at a later date. The success of the "C" and "Q" models in the South Pacific theatres makes this supposition reasonable from our point of view. We cannot emphasize too strongly that Kansas City will not be able to convert "J" production into the "H" type except with long notice and with some loss in production.

5. Another important factor is that in spite of any plans we may make and the very best efforts of all concerned, there will be a serious loss in efficiency and labor utilization in Inglewood for at least two months while the factory is rearranged to produce P-51 airplanes only.

6. All this will be done to raise the production of P-51 airplanes from a total of 500 to 700 per month (including Dallas), and this by April 1945. Actually if the overall needs were considered in the light of what model in the country should be eliminated to get 200 more P-51 airplanes per month by 1945 spring we can hardly see how the B-25H could be chosen for discontinuance.

7. Major Tom Garrity who is project officer from Wright Field is now in Australia with six of the B-25H's. He was a combat pilot on B-25's early in the war before being brought to Dayton. By being there for the combat trials for the new model we should get some rather quick answers. George Kenney will undoubtedly give you some official comment as soon as he can. The principal question we are uncertain about is the Co-pilot's seat which was taken out on the "H" but can be put back if necessary on due notice.

8. We believe that the Inglewood schedule should be set at about 80 B-25H and 250 P-51 airplanes per month (adjusted for the length of the month) and be left at this level until better answers can be developed for many of the questions outlined above. Also in a few months our ultimate capacity from the standpoint of manpower will be more apparent and the schedule can then be revised as desired.

COPY

- 2 -

Major General Barney Giles  
November 15, 1943

9. I understand Fred Hopkins should be here this week together with Rawlings from ASU and T.P. Wright from ARCO. They are going to look into schedules among other things and we hope that things can be worked out to have the Inglewood schedule as outlined above. Would appreciate your comment if you feel able to give it but at any rate please give the matter of the B-25H serious thought before it is discontinued.

Sincerely,

/s/ Dutch  
J. H. Kindelberger  
President

JHK:ar

COPY.

- 3 -

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

~~CONFIDENTIAL~~

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

DECLASSIFIED  
DOO hrs

8 Jan. & 20 June 1974  
By NH/NA JC Date 10-7-76

1 DEC 1943

*Put in book*

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF: (Through General Perrin)

Subject: Fighter Airplane Range Extension (Report No. 7)

1. There follows a current status report of progress in extending the radius of action of P-38J, P-47 and P-51B airplanes. This report is the seventh of a series initiated 7 September 1943 at your direction.

a. P-38J - November schedule for completions out of Dallas Modification Center is 250. Because of the fact that leaking induction systems were discovered during flight test of a number of completed airplanes, which required additional unforeseen work, it is unlikely that over 210 airplanes will be available for delivery from Dallas during November. A steady flow of kits is arriving at Dallas in quantities sufficient to match the desired modification rate. Shipments of kits to U. K. can not be resumed prior to the week ending 4 December, because of the diversion of an additional quantity of 35 airplanes originally slated for conversion to F-50's to the combat version. These airplanes have been absorbed in the Dallas line to have the leading edge wing tank installed.

*350*  
*UK - in Dec*

*Line 452.1 (114)*

b. P-47 - By the week ending 27 November, 300 P-47 kits had been delivered in U. K. An additional 67 are enroute. According to information received from the Eighth Air Force, this total quantity is sufficient to keep all facilities fully occupied through 26 December. Shipments to U. K. have been suspended until that time, and kits are being diverted to the Twelfth and Fifth Air Forces. The Farmingdale production line, as previously reported, began incorporation of wing adapters as of 15 October. The Evansville line originally scheduled for incorporation of this feature on 15 November, will not be able to pick it up until the latter part of December for lack of complete engineering details and tooling. In order to supply this deficiency, Farmingdale's kit production has been accelerated and quantities sufficient to support the Evansville line are being furnished.

*134 - being modified & all prod OK*

*UK complete - Feb 5, 60 per week Dec 28 on*



~~CONFIDENTIAL~~

*file OK 2/10/44*



~~CONFIDENTIAL~~

DECLASSIFIED  
DOO 1173

8 Jan. & 20 June 1974

By 441/118 J.C. Date 10-7-76

Memorandum for the Chief of the Air Staff.

C. P-51B - A total of 118 P-51 kits have been delivered to U. K. with an additional 70 enroute. U. K.'s requirements will be satisfied completely during the month of December.

The modification of P-51 aircraft has proven to be a much more complicated and extensive job than was originally estimated by North American. Instead of the 450 man-hours stated as being required, it has developed that the initial mock-ups have required 1200 man-hours. Also because of the unfamiliarity of all concerned with this airplane, a considerable length of time has been required to train crews to do the work. To meet these unexpected difficulties, modification facilities have been expanded to include a total of six centers, namely, Niagara Falls, Buffalo, Rome, Daggett, Tucson and Atlanta. At each of these, work is steadily in progress with kits available in excess of number of airplanes on hand. Within the past four days there has been an increasing number of airplanes placed in the modification lines and 20 completions have been reported through 28 November.

*Tom  
Analysis  
Daggett*

Each center has been instructed to work 24 hours a day, 7 days a week, and to give this job precedence over all other Army Air Forces projects on hand at these centers except the C-46 at Buffalo and five P-38J's at Atlanta. These measures will continue in effect until such time as the rate of modified airplanes from the centers is at least equal to the factory production rate and the pool of airplanes on hand at each center is reduced to normal, that is, three days' requirement. On this basis, the actual time involved in running a P-51 through a modification center to receive a fuselage tank should be ten or eleven days exclusive of ferrying time. This condition will be relieved by 8 December 43.

*Tom*

2. The status of jettisonable fuel tanks for use with the three airplanes discussed in Paragraph 1 is reported below:

a. 75-gallon tanks - As of 27 November, 20,000 of these tanks had been delivered in U. K. with an additional 2400 enroute. Shipments also are enroute for the Tenth and Thirteenth Air Force in accordance with their requirements.

*Plenty*

b. 75-gallon leak-proof tanks - Production of these is scheduled to start 18 December and will reach the desired rate of eight per day by 22 January 1944. Air Service Command has cabled all Air Forces requesting a statement of requirements for leak-proof tanks for low-altitude missions. The Tenth and Thirteenth Air Forces are the only ones to-date which have expressed a requirement for the 75 gallon size. Initial production is tentatively scheduled, therefore, for them.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

\*CONFIDENTIAL\*

Memorandum for the Chief of the Air Staff

c. 110-gallon metal tanks - As previously reported, the mock-up of the 110-gallon metal tank has proven satisfactory both for the P-47 and P-51. Government drawings are now being made and contracts will be let in the immediate future to prospective sources which are being investigated by the Materiel Command. Production to meet the requirement of 570,000 tanks in 1944 should begin about the middle of February 1944.

*47 only till  
all 47's have  
been sent  
to Materiel  
25,000*

d. 115-gallon metal flat-top tanks - A quantity of 703 flat-top tanks was enroute to U. K. by 27 November. Two of the three contractors on this item (American Stove and Motors Metal) are meeting promised deliveries. The third (McKenzie Muffler) has failed to ship any tanks to date. Corrective action has been taken by Materiel Command and as a consequence, production in December will be sufficient to meet requirements.

e. 150-gallon paper tanks: - This article is still under-going development.

*100 Paper - 2000 not required - forward*

f. 150-gallon leak-proof tanks - The requirements of the Eleventh Air Force have been met by past deliveries and shipments now enroute. The Thirteenth Air Force has requested 200 of these for delivery in the port by 11 December. This request is scheduled for fulfillment by the dead-line date. No requirements have been received from other Air Forces.

*NO*

g. 150-gallon metal flat-top tanks - No attempt is being made to push the production of this article in view of the satisfactory production and delivery of P-47 wing adapter kits, and because all efforts are being devoted to the 115-gallon size.

*3000*

h. 150-gallon metal Lockheed Type tank - As of 27 November, a total of 7,000 of these had been delivered or was enroute to U. K. Additional shipments of 8,400 are enroute to the Fifth, Tenth, Twelfth and other Air Forces.

*Inter-departmental  
47-38*

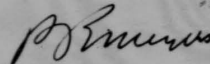
CONFIDENTIAL

CONFIDENTIAL

~~CONFIDENTIAL~~

Memorandum for Chief of the Air Staff

3. It is expected that by the first of the new year, the Fighter Airplane Range Extension Program will be substantially complete insofar as concerns the production and delivery of the necessary kits to modification centers and theaters, the modification of aircraft destined for the Eighth Air Force, and the establishment of the production and delivery of jettisonable fuel tanks in adequate quantities.



B. E. MEYERS  
Brig. General, U. S. A.  
Deputy Asst. Chief of Air Staff  
Material, Maintenance & Distribution ✓

~~CONFIDENTIAL~~

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DEC 2 '43 AM



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U.S. AIR FORCE

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UNCLASSIFIED  
DECLASSIFIED  
DOO ltr  
8 Jan. 4 20 June 1974  
By SP4/1111 LG: ltr (6-2-74)

AFRAL  
FRR/jit  
72556  
11/30/43  
3D 1032

1 DEC 1943

MEMORANDUM TO MAJOR GENERAL O. P. EGHOLS:

Subject: Modification of Fighters for Long Range Escort

1. The primary objective of the Army Air Forces at this period is the successful continuation of the heavy bombardment offensive against Germany. It is of paramount importance that every possible effort be made to fully implement this operation, and to accelerate it to the full limit of our capability. Recent operations have demonstrated conclusively that our losses of heavy bombers may become prohibitive unless fighter protection can be furnished throughout each mission. Present limitations in numbers of long range fighters preclude our implementing each bomber strike in this manner. Time may not be on our side in this offensive, for every delay affords the enemy the opportunity to strengthen and perfect his defenses. Therefore, we must expedite the modification and dispatch of long range fighter aircraft by every possible means.

*Handwritten:* OAG USA 1

2. It has come to my attention that as of 29 November, there were two hundred and twenty (22) P-51's and one hundred fifty-six (156) P-38's in the various modification centers for the installation of long range integral tanks, some of which have been immobilized there for more than a month. I realize that some delay is required in establishing a producing modification line. I also realize that a backlog at the center large enough to insure continuous efficient operation is desirable. However, I am much concerned about the large and increasing backlog of P-51's as compared to the continuing low output of the modified articles, only twenty-two (22) of which have been delivered. Diversion of the unmodified aircraft to the theater is not the answer, for the installation of the long range tanks in the maximum number of aircraft must be accomplished here, to avoid overloading the theater's already hard-pressed service command with additional modification work.

*Handwritten:* (11/30)

3. It is my belief that this problem should and can be met by proper organization and use of our modification facilities here. I am encouraged by the recent improvement in the output of modified P-38 aircraft, but urge that you give your personal attention to the acceleration of these long range modification projects, and particularly to improving production of modified P-51 aircraft.

Signed

By command of General ARNOLD:

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

*Handwritten:* T-11

CCPY - AFCAS

DECLASSIFIED

*Handwritten:* Cas 25-11139

~~SECRET~~

DECLASSIFIED  
DDO RUS  
8 Jan & 20 June 1974  
By AM/MLJ/LC/Doc/10-7-76

Allocation of Aircraft to Air Transport Command

AC/AS, O&R  
Thru: General Vandenberg  
Deputy Chief of Air Staff

3 Jan 44

ESP/eva/6371

1. Comment #2 noted.

2. The only reason I asked the Air Transport Command for this information and sent it on to you was so that our files would be complete to justify the assignment of most of the transports to the AAF.

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

2 Incls n/c

Dispatched  
8 JAN 1944  
ASB

*AM/US-11*  
*(11368)*

*File Jan 44*  
*ci 5 Jan 44*

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~~SECRET~~

*Amal 452.1* *(11368)* *A.G.*

~~SECRET~~

DECLASSIFIED

ODD IFS

8 Jan & 20 June 1974

by NSA/STIC Date 10-7-76

Allocation of Aircraft to Air Transport Command

AC/AS, OC&R

21 Dec 43

Deputy Chief of Air Staff

ESP/eva/6371<sup>1</sup>

It is directed that you amend our requirement for transports for 1944 in the light of information contained in the attached paper from ATC.

1 Incl  
Ltr to Gen. Perrin from  
Gen. Nowland dtd 20 Dec 43  
this subj w/2 incls.

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

452.1  
1136B

Dispatched  
22 DEC 1943  
AMG

File  
22 Dec 43  
Air Sec 4651136B

~~SECRET~~

~~SECRET~~



~~CONFIDENTIAL~~

DECLASSIFIED  
000 hrs

8 Jan 4 20 June 1974  
by ALH/MLC/DML 10-7-76

C-87 Production in 1944

AC/AS, M&D - General Meyers

30 Nov 43

Deputy Chief of Air Staff

1  
ESP/eva/6371

General Giles directs that C-87 production proceed as directed in the October 14th Aircraft Requirements Board proceedings.

1 incl  
CONF memo for CAS from  
Gen. Meyers dtd 28 Nov 43  
this subj.

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

Dispatched  
1 DEC 1943  
AMT

*Handwritten:* 452.1 (1136)

*Handwritten:* File 12/1/43

~~CONFIDENTIAL~~

*Handwritten:* 452.1 (1136)

~~CONFIDENTIAL~~ DECLASSIFIED

DECLASSIFIED  
DDO 1875  
8 Jan. & 20 June 1974  
By: NAH/1111/AC; Date: 10-7-76

United States aircraft interned in neutral territory

Secretary of the Air Staff

4 December 45

AD/AS, Intelligence

WOB:eam 4738

Major Smith who represents G-3 on negotiations in this matter has been notified of General Gille's desires.

WILLIAM C. BENTLEY  
Colonel, U. S. A.  
Actg. Deputy AD/AS, Intelligence

Incl: n/c

*Comments 142 in file.*

*AD/AS  
452.1  
1132*

*File  
SK  
12/27/48*

DECLASSIFIED

*Air 452.1 (1132)*

~~CONFIDENTIAL~~

DECLASSIFIED  
DOO INF  
8 Jan. 8, 80 June 1974  
By ALL/MLC Date 10-7-74

United States Aircraft Interned in Neutral Territory.

TO: AC/AS, Intelligence  
FROM: Secretary of the Air Staff.

Date: 1 Dec. 1948

Comment No. 3  
MAL/gwd/3873

1. General Giles has carefully noted the basic memorandum and your comments. He still desires that you take the appropriate action to indicate to G-2 that we wish to obtain the fighter type aircraft interned in neutral countries if there is any possible way to do so.

2. General Giles has strongly indicated that we can make transport type airplanes available as a beneficial exchange can be worked out.

Incl. n/e

~~CONFIDENTIAL~~

MILLARD A. LIBBY,  
Colonel, G.S.C.,  
Secretary, Air Staff *See 06452.1*

**CONFIDENTIAL**

DECLASSIFIED  
DOO 103  
6 JAN 8 20 1966 1974  
BY ALM/KLL/AG Date 10-17-76

United States Aircraft Interned in Neutral Territory.

*Handwritten:* 450.1

*Handwritten in circle:* 1132

*Handwritten:* File 11/14/43

TO: AG/AS, Intelligence  
FROM: Secretary of the Air Staff.

Date: 1 Dec. 1943

Comment No. 3  
MAL/gwd/S373

1. General Giles has carefully noted the basic memorandum and your comments. He still desires that you take the appropriate action to indicate to G-3 that we wish to obtain the fighter type aircraft interned in neutral countries if there is any possible way to do so.

2. General Giles has strongly indicated that we can make transport type airplanes available as a beneficial exchange can be worked out.

Incl. n/e 1  
DEC 1943  
AGG

**CONFIDENTIAL**

HILLARD A. LINSY,  
Colonel, G.S.C.,  
Secretary, Air Staff.

*Handwritten:* Copy for  
New Program

DECLASSIFIED  
000.075  
8 Jan. & 20 June 1974  
By NA/HRJ at Doc 10-7-76

United States aircraft interned in neutral territory

AC/AS, Intelligence

BY Nov 43

Deputy Chief of the Air Staff (General Hall)

1

RMH/aa/72141

Please take the necessary action to secure the information requested by General Giles in his comment written on the attached memorandum from Lt. Colonel W. M. Adams, and report the results of this to me by comment hereon.

WILLIAM E. HALL  
Brigadier General, U. S. A.  
Deputy Chief of the Air Staff

1 Incl:  
Memo

Dispatched  
27 Nov 1943  
AAG

*Handwritten:* 458.1 (1132)

*Handwritten:* file GK 11/27/43

~~CONFIDENTIAL~~

*Handwritten:* 458.1 (1132)

DECLASSIFIED

SECRET

DECLASSIFIED

500 hrs.

8 Jan. & 20 June 1974

By: ALH/HH SC. Date: 10-7-76

Rehabilitation of Aircraft for Training.

Asst. Chief of Air Staff, Plans

25 Nov 1943

Asst. Chief of Air Staff, Materiel, Maintenance & Distribution, Executive Office

JWS:saj:3365

1

1. Assistant Chief of Air Staff, Materiel, Maintenance and Distribution concurs in the main paragraph 10, that we monitor a project for rehabilitation of aircraft, but not in sub-paragraphs a, b, & c. The manner in which the rehabilitation is connected is strictly a matter for W. M. & D. to decide.

AFFECTED

2. A joint study by the Air Service Command and the Materiel Command has been directed to this end.

BENNETT E. MEYERS  
Brig. General, U. S. A.  
Deputy Asst. Chief of  
Air Staff, W. M. & D.

TO: AC/AS, Materiel, Maintenance and Distribution. Date: 28 Nov. 1943  
THRU: AC/AS, Operations, Commitments and Requirements.  
FROM: Secretary of the Air Staff. Comment No. 2  
WRB/god/5265

1. Reference is directed to the attached memorandum from the Air Inspector (Inclosure No. 2), dated 25 November 1943, subject: "Expediting Repair of Aircraft." It appears that the Class 28 aircraft mentioned therein may furnish an initial working back-log for the facilities to be utilized, as outlined in memorandum from the Chief of Logistical Plans, dated 15 November 1943, above subject (Inclosure No. 1).

2. The memorandum from the Chief of Logistical Plans has been approved by General Craig as amended by Comment No. 1 above.

3. It has been directed that a report be made by the AC/AS, Materiel, Maintenance and Distribution, thru the AC/AS, Operations, Commitments and Requirements, to the Commanding General, Army Air Forces, every thirty days, as to the activity and progress on the project outlined in Inclosure No. 1.

Incl:

- No. 1-Memo, dtd. 11/15/43, frn. Ch. Logistical Plans, AFANP, to Ch. Air Staff, above subj., w/2 Incls.-Tabs A and B.
- No. 2-Memo, dtd. 11/25/43, frn. Air Inspector to Ch. Air Staff, Subj: Expediting Repair of Aircraft.

WM. R. BURT,  
Lt. Colonel, G.S.C.,  
Asst. Secretary, Air Staff.

DECLASSIFIED

~~SECRET~~  
DECLASSIFIEDDECLASSIFIED  
000 003  
6 Apr. & 20 June 1974  
By *NA/INT/AC/Doc/10-2-76*

NOV 15 1943

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

SUBJECT: Rehabilitation of Aircraft for Training.

- References: a. Statistical Control study of grounded AAF fighters in the Continental United States.
- b. Memorandum to the Chief of the Air Staff, dated 11 November 1943, subject: Surplus Aircraft in Theatres of Operation.

STATEMENT OF THE PROBLEM

To recommend action that will result in a larger number of aircraft being operable for the use of the Training Command from those resources available.

FACTS BEARING ON THE PROBLEM

- Reference a indicates that a total of approximately 1800 fighters in the United States are grounded for some reason or another. Of these 1800, approximately 850 are in the hands of the Air Service Command awaiting parts or maintenance and repair. These have theoretically been dropped by the organizations and are charged to Air Service Command. Of the 850 in the hands of the Air Service Command, 365 had been on hand for over 30 days. This position as of 15 October was an increase of 60 airplanes over the position of the 15th of September.
- Reference a also shows that there is a marked difference between bombers and fighters in the percentage of aircraft grounded. The percentage of bombers grounded is lower than that of the fighters -- a fact which may be accounted for by the higher priority given the repair and maintenance of bombers over fighters in the depots and sub-depots.
- Reference b indicated that there are considerable numbers of aircraft available in theatres for return to the United States. These can be made available to the Training Command if properly repaired. (At present there are approximately 218 P-40's and P-39's available for return). Undoubtedly, these aircraft will be in need of a thorough overhaul. These same facts will be true of the large number of bombers referred to in reference b.

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4. The Air Service Command depots and sub-depots in the United States were not originally constituted and set up to repair large numbers of aircraft being returned from the theatres, and it is doubtful whether they can be expanded to handle the load that appears will be available in 1944.

5. The reduction in types and numbers of certain aircraft to be manufactured in 1944 will make manufacturing facilities with manpower, equipment and a certain amount of "know how" available for portions of 1944 or for indefinite periods in the future.

6. Recent decisions reference production of medium bombers and basic trainers will make portions of facilities available for periods of time while these manufacturers are retooling for new types airplanes. It is highly desirable that the pool of skilled labor at these plants be kept intact.

CONCLUSIONS

7. That the Air Service Command facilities are not adequate to repair the numbers of aircraft available in the United States and from theatres. If rehabilitated, these aircraft could be turned over to the Training Command and would fill, in part, a requirement for airplanes.

8. It is desirable and necessary to provide adequate facilities (in view of the shortage of fighter aircraft in the first half of 1944) for the rehabilitation of the aircraft that are available in the United States out of commission and in theatres available for return.

9. Facilities exist in the form of airplane manufacturing plants that are equipped and manned to do the work of repairing airplanes either for short periods of time or under permanent contract to the Air Service Command.

ACTION RECOMMENDED

10. That the Assistant Chief of the Air Staff, Material, Maintenance and Distribution monitor a project:

- To ascertain those facilities not required in the immediate future for the manufacture of airplanes and airplane components that may be available for the repair and rehabilitation of airplanes.
- To transfer such facilities either in whole or in part for specified periods of time or permanently from the control of the Material Command to the control of the Air Service Command.

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e. To develop as fully as possible the use of these manufacturing facilities for the repair and maintenance of aircraft under the direction of the Air Service Command as a matter of urgency.

CONCURRENCES

The Assistant Chief of the Air Staff, Operations, Commitments and Requirements	( )
The Assistant Chief of the Air Staff, Materiel, Maintenance and Distribution	( )
The Assistant Chief of the Air Staff, Training	( )

G. C. JAMISON  
Brigadier General, U. S. A.  
Chief, Logistical Plans  
Assistant Chief of Air Staff, Plans.

Incls:  
Reference a  
Reference b

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+

(Rev. as 452.1 (1131))

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DECLASSIFIED

DDI MS

8 Jan & 20 June 1975

By NAJ/HLL JC, Date 10-7-76

AFPM (40)

25 November 1943

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF

Subject: Expediting Repair of Aircraft

1. Reference is made to Memorandum on above subject dated 20 November 1943.

2. A letter has been written to the Commanding General of the Air Service Command regarding the large number of aircraft in the United States now in Depots and Sub-Depots and urging that all action possible be taken to expedite the repair of damaged aircraft that are now in Depots and Sub-Depots. The Commanding General, Air Service Command was requested to bring this matter to the attention of the Air Inspector of his command in order that all Inspectors in the field will pay particular attention to unnecessary delay in repairing airplanes.

3. Special instructions have been issued to all the Field Air Inspectors, headquarters Army Air Forces, directing that during their inspections of Depots and Sub-Depots they determine that all steps possible are being taken by Depot and Sub-Depot Commanders to expedite the delivery of airplanes undergoing repair.

4. In regard to the particular shortage of P-38's it may be well to issue instructions to the Air Service Command to reclassify certain Class 26 P-38's in order that they may be repaired and placed back in service as serviceable aircraft. When a damaged airplane cannot be repaired within 60 days, including time to secure necessary parts, it is now placed in Class 26. Due to the extreme shortage of P-38's and other fighter type aircraft it might be advisable to extend the period from 60 days to 75 days. If this is considered advisable, necessary instructions should be issued to the Air Service Command.

JUNIUS W. JONES,  
Brigadier General, U.S. Army,  
The Air Inspector.

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DDO ltr  
8 Jan & 30 June 1974  
By AL/HIL LC Data 10-7-76

Rehabilitation of Aircraft for Training.

TO: AC/AS, Materiel, Maintenance and Distribution.  
THRU: AC/AS, Operations, Commitments and Requirements.

FROM: Secretary of the Air Staff.

Date: 28 Nov. 1943  
Comment No. 2  
WRB/gwd/5265

*Handwritten:* 452.1 (1131)

1. Reference is directed to the attached memorandum from the Air Inspector (Inclosure No. 2), dated 28 November 1943, subject: "Expediting Repair of Aircraft." It appears that the Class 26 aircraft mentioned therein may furnish an initial working back-log for the facilities to be utilized, as outlined in memorandum from the Chief of Logistical Plans, dated 15 November 1943, above subject (Inclosure No. 1).

2. The memorandum from the Chief of Logistical Plans has been approved by General Craig as amended by Comment No. 1 above.

3. It has been directed that a report be made by the AC/AS, Materiel, Maintenance and Distribution, thru the AC/AS, Operations, Commitments and Requirements, to the Commanding General, Army Air Forces, every thirty days, as to the activity and progress on the project, outlined in Inclosure No. 1.

Incl:

- No. 1-Memo, dtd. 11/18/43, frn. Ch. Logistical Plans, AFAPF, to Ch. Air Staff, above subj., w/2 Incls.-Tabs A and B.
- No. 2-Memo, dtd. 11/28/43, frn. Air Inspector to Ch. Air Staff, Subj: Expediting Repair of Aircraft.

*Stamp:* Dispatched  
28 NOV 1943  
AMB 1

WM. R. BURT,  
Lt. Colonel, G.S.C.,  
Asst. Secretary, Air Staff.

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*Handwritten:* Copy for [unclear]  
at 452.1 (1131)

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DECLASSIFIED  
DOO 175  
8 Jan & 20 June 1974  
By AV/11111 Date 10-2-76

Semi-Monthly Requirements and Status Report, 58th Bombardment Wing.

AC/AS, M&D - Attention General Meyers

27 Nov 43

Deputy Chief of Air Staff

1  
ESP/eva/697A

For information and comment.

Dispatched  
27 Nov 1948  
AAZ

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

1 incl  
SECRET memo to OCAr  
frn Gen. K.B. Wolfe,  
dtd 18 Nov 43 - Incl  
was w/drawn by Cn.Craig.

45211130

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gsk  
11/27/43

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NAVY DEPARTMENT  
Office of the Chief of Naval Operations  
WASHINGTON

DECLASSIFIED  
DOO 875  
8 Jan. & 20 June 1974  
By ALH/HH AC Date 10-7-76

22 November 1943

My dear General Giles:

Despatch information received from Commander, South Pacific, and Commander Air Force, Pacific, indicates that while we now have attained air superiority in all other fields, we are critically weak in night fighters.

Squadrons now available are inadequate in strength, but the most serious implication is the fact that the equipment they operate is inferior. The one glaring weakness in our Pacific operations today is the lack of an efficient night fighter type of airplane.

While the Navy is expediting the development of the P6F as a night fighter to replace and amplify the F4U and PV type airplanes which were sent out originally for lack of a better airplane, it will be several months before the P6F can be deployed in the Pacific in appreciable quantity. Even then there is some doubt that it will prove adequate for shore based work. The P-38, equipped with searchlights, has been used with some measure of success. The known weakness of the P-70 preclude its consideration as a possible solution of the problem.

This matter is one of grave importance. It is immaterial which service supplies the squadrons and equipment required, so long as it is done immediately. It is requested that the Army Air Forces consider the immediate assignment to the Pacific of the best night fighter squadrons, both in training and equipment, which may be available.

Further, it is suggested that Generals Marshall and Arnold consider the thought of proposing to the Combined Chiefs of Staff a Pacific assignment of British night fighter squadrons equipped with Mosquito aircraft. I will cooperate in every way in the support of such a proposal.

Sincerely yours,

/s/ J. S. McCain  
Vice Admiral, U.S.N.

~~SECRET~~

*Handwritten:* OK 450-1-1138

~~SECRET~~

Lt Col Viccellios:jp 72429  
AFRAD:F  
(Written 26 November 1943)

27 NOV 1943

Vice Admiral John S. McCain, U.S.N.  
Deputy Chief of Naval Operations (Air)  
Navy Building  
Washington, D. C.

My dear Admiral McCain:

With reference to your letter of 22 November, and our recent conversation, here is the status of our night fighter program.

Recognizing the inadequacy of the P-70, we have concentrated on development of the P-61. This is a three-place twin-engine airplane. Preliminary performance tests indicate a top speed of between 350 and 375 miles per hour at 22,000 feet; time to climb to 25,000 feet is 17 minutes. Further test now under way with the turret and gunner removed is expected to show a material increase in the rate of climb and service ceiling. This aircraft is equipped with the SCR-720 airborne detector equipment which is effective at all altitudes.

At present we have one night fighter squadron in Hawaii and one in the Southwest Pacific Area. There is one squadron on route to the South Pacific Area and one scheduled to depart for the Southwest Pacific Area late in November. Suitable night fighter aircraft are not now available to equip these units. Pending production of the P-61, and to supplement such production when it starts, P-70's will be furnished these units as rapidly as essential modification, now under way, can be accomplished. From present production estimates, the P-61 will become available to a limited degree in February, but not in quantity until May of 1944, by which time we will have produced some sixty of this type airplane. Of this number, six are presently allocated to the South Pacific and eight to the Southwest Pacific Theaters.

After 1 May 1944, P-61 production is estimated at thirty-five airplanes per month. This production is now scheduled for attrition to units in all theaters, and to equip units destined for the theaters, including one squadron each scheduled for the South and Southwest Pacific late in 1944.

We are now sending all available P-38 airplanes to the European theater for use as escort fighters to support our bombardment offensive, and it is felt these airplanes will be of greater value in this role than as a possible night fighter.

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DOO 875  
8 Jan. & 20 June 1974  
By ALH/HH AC Date 10-7-76

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*Handwritten:* Copy for Gen Giles

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8 Jan 4 20 June 1974

By SP/HL/SG Date 10-7-76

Letter to Admiral McCain (Continued)

A study is now being made in an effort to provide additional F-61 aircraft, preferably out of initial production, for the South and Southwest Pacific. I am also investigating the possibility of having British night fighter units assigned to the Pacific Area, and I will keep you informed on these matters.

Sincerely yours,

*Signed*  
Barney M. Giles,  
Major General, U. S. Army,  
Chief of the Air Staff.

*Dispersed  
27 Nov 1944  
644*

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11/21/42*

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*Qui Ch 452.1 (1125)*

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DDO Hqs.

10 Jan. & 20 June 1974

NAVY H11 10, Date 10-2-76

NAVY DEPARTMENT  
Office of the Chief of Naval Operations  
WASHINGTON

22 November 1943

My dear General Giles:

Despatch information received from Commander, South Pacific, and Commander Air Force, Pacific, indicates that while we now have attained air superiority in all other fields, we are critically weak in night fighters.

Squadrons now available are inadequate in strength, but the most serious implication is the fact that the equipment they operate is inferior. The one glaring weakness in our Pacific operations today is the lack of an efficient night fighter type of airplane.

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Further, it is suggested that Generals Marshall and Arnold consider the thought of proposing to the Combined Chiefs of Staff a Pacific assignment of British night fighter squadrons equipped with Mosquito aircraft. I will cooperate in every way in the support of such a proposal.

Sincerely yours,

/s/ J. S. McCAIN  
Vice Admiral, U.S.N.

*Handwritten notes:*  
D.A. 4521  
8-21-44

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DOO IWS  
8 Apr. & 20 June 1974  
by: ALM/HHC Date 10-7-76

Night Fighter Program

Secretary of the Air Staff

23 Nov 43

Asst C/AS, Operations, Commitments and Requirements

1  
Lt Col Viscallio:ajp 72629

The attached letter to Admiral McCain is forwarded for signature of General Giles.

WILLIAM F. McKEE  
Colonel, Air Corps

1 Incl.  
As above

Fighter & Air Defense Branch \_\_\_\_\_

Requirements Division \_\_\_\_\_

*Gile*  
*JK*  
*11/27/48*

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DDO RFS  
8 Jan & 20 June 1974  
By AL/HH AC Date 10-2-76

Transport Aircraft for Friendly Nations.

AG/AS, Plans (Attention: General Jamison)

26 Nov. 1943

Secretary of the Air Staff.

1  
MAL/gwd/3373

1. The Chief of the Air Staff has noted the attached, and desires to still maintain the position taken by the Munitions Assignments Committee (Air) in their paper of 19 November 1943, Case No. 403.

2. The attached is forwarded to you for necessary action and to prepare the necessary paper, stating the commitments and recommendations of the Commanding General, Army Air Forces in this matter, for signature by General Giles.

MILLARD A. LIBBY, .  
Colonel, G. S. C.  
Secretary of the Air Staff.

Incl:  
Ltr. dtd. 11/22/43, frm.  
Army Navy Munitions  
Board to CG/AAF and  
Ch. Bur. Aeron., above  
subj., w/Incl. as listed.

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1127

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211/20/43

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DOO ltr  
4 Jan. & 20 June 1974  
By ALH/HH LC Desc. 10-7-74

Transport Aircraft for Friendly Nations.

AG/AS, Plans (Attention: General Jamison)

26 Nov. 1943

Secretary of the Air Staff.

MAL/gwd/3373 <sup>1</sup>

1. The Chief of the Air Staff has noted the attached, and desires to still maintain the position taken by the Munitions Assignments Committee (Air) in their paper of 19 November 1943, Case No. 403.

2. The attached is forwarded to you for necessary action and to prepare the necessary paper, stating the commitments and recommendations of the Commanding General, Army Air Forces in this matter, for signature by General Giles.

Dispatched

26 Nov 1943

AMG

MILLARD A. LIBBY,  
Colonel, G. S. C.  
Secretary of the Air Staff.

Incl:

Ltr. dtd. 11/22/43, frn.  
Army Navy Munitions  
Board to CG/AAF and  
Ch. Bur. Aeron., above  
subj., w/Incl. as listed.

*Handwritten:* 26 Nov 1943  
452.1  
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(1127)

ADDRESS REPLY TO  
COM BARRING GENERAL, ARMY AIR FORCES  
WASHINGTON, D. C.

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

AFRAD/T

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500 hrs

Class. & Dec June 1974

By AM/HR LC Date 10-7-76

23 August 1943

*Book*

*452-1  
317-  
291  
(46)*

MEMORANDUM FOR GENERAL PERRIN:

Subject: Allocation of P-51 Aircraft.

1. The following figures, obtained from Allocations, represent the latest picture on the P-51B, C & D from now until July 1944. (Figures for 1943 are based on 90% of the Tactical Availability Report)

	<u>Fighter</u>	<u>Recon.</u>	<u>TOTAL</u>
June & July (Actual)	37	12	49
Aug	57	58	115
Sept	79	53	132
Oct	105	35	140
Nov	125	55	180
Dec	<u>149</u>	<u>85</u>	<u>234</u>
Totals, 31 Dec 1943	552	298	850 -
Jan	114	115	229
Feb	150	115	265
Mar	217	107	324
Apr	288	63	351
May	269	100	369
June	286	83	369
July	<u>286</u>	<u>83</u>	<u>369</u>
Totals - Jan-July incl. 1944	1610	666	2276

Note: In addition to above production, about 50 per month go to Gr. Britain.

2. We are preparing a study of this situation to determine the best means of getting the P-51 to UK in sufficient numbers to escort Bombardment, and what the cost will be to the present program.

*W. H. Wise*  
W. H. WISE  
Colonel, Air Corps

*File  
gk  
11/24/43*

*W. H. W.*



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*Air 452-1 (126)*

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1136*

$$\begin{array}{r} 24 \\ 192 \\ \hline 32 \end{array}$$

$$\begin{array}{r} 330 \\ 288- \\ \hline 42 \end{array}$$

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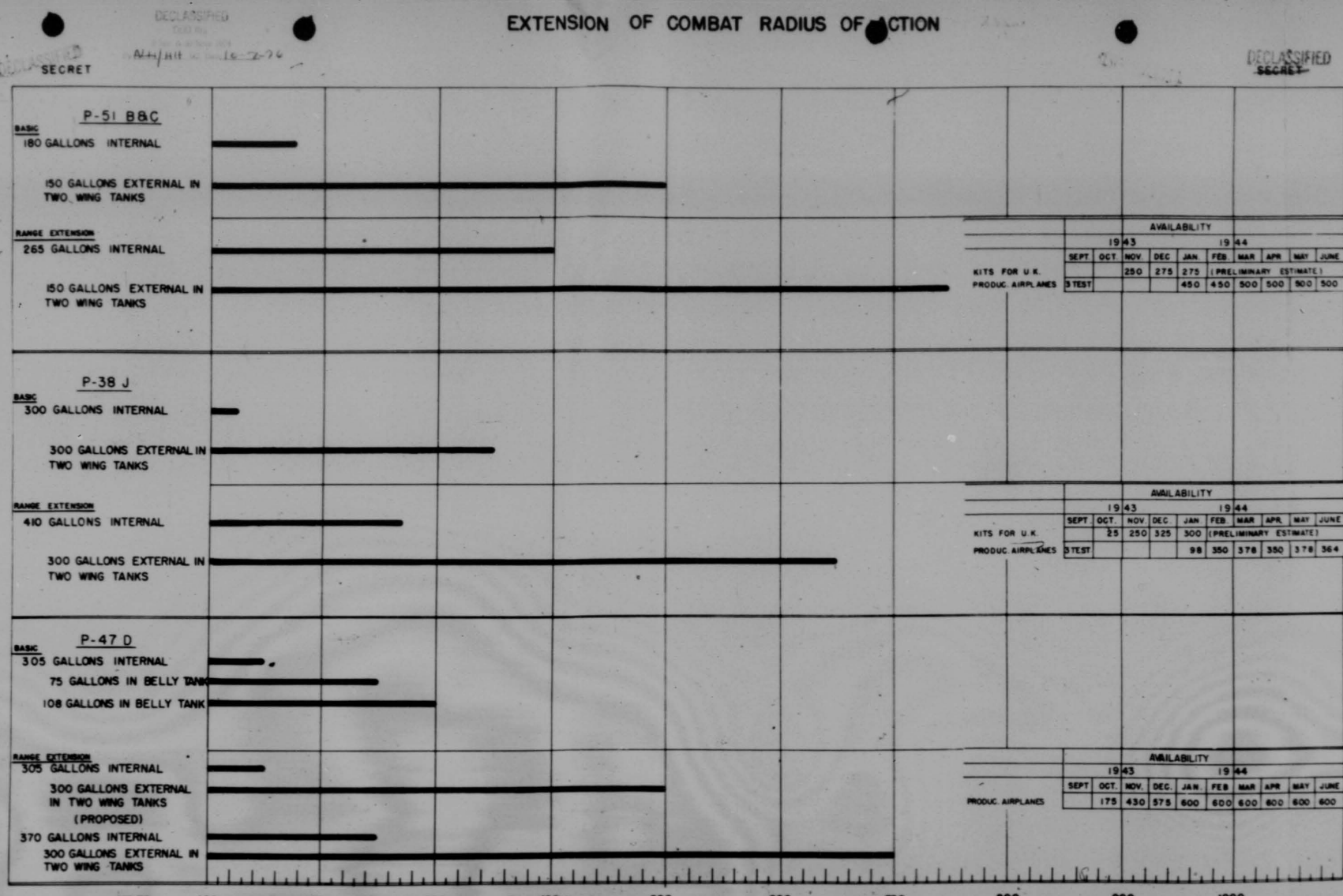
$$\begin{array}{r} 428 \\ 285 \\ \hline 143 \end{array}$$

$$\begin{array}{r} 575 \\ 5 \\ \hline 285- \\ 142 \\ \hline 7 \end{array}$$

~~56~~

$$\begin{array}{r} 1084 \\ 1748 \\ \hline 836 \end{array}$$

Judge Pittman =



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- RADII SHOWN PREDICATED ON :
1. ESCORT FIGHTER ACCOMPANYING B-17 AT 165 MPH INDICATED
  2. FULL POWER CLIMB TO 25,000 FEET
  3. CRUISE AT 210 MPH INDICATED (300 MPH TRUE)
  4. 15 MINUTES COMBAT AT MILITARY POWER
  5. 5 MINUTES COMBAT AT WAR EMERGENCY POWER
  6. RETURN TO BASE AT REQUIRED CRUISING SPEED ACCOMPANYING BOMBERS
  7. 30 MINUTES FUEL RESERVE

9/9/43  
R.B.J.



ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCE  
WASHINGTON, D. C.

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DOO ltr  
8 Jan. & 30 June 1974  
By PL/HLIC, Data (10-7-76)

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES AFRA/D/E  
WASHINGTON, D. C.

7 September 1943

MEMORANDUM FOR CHIEF OF THE AIR STAFF:

*Not being  
charts for Book*

Subject: Status, Long Range Escort Fighters.

1. The four attached charts show:

- a. Where P-38 production has gone from 1 June to date and the present proposed allocations through 31 December.
- b. Where P-51B & C production has gone from 1 June to date and the present proposed allocations through 31 December.
- c. Present location of P-38 and P-51 Groups.
- d. Fighter Groups in U. K. through 31 December.

*Wanted  
Silly*

2. Steps taken to get Long Range Fighters to U. K.

- a. Decision reached in June to re-equip two P-47 groups in U. K. with P-51B's as soon as production would permit - this Fall. This is being done.
- b. General Giles, as AC/AS OC&R on 1 July submitted a memorandum to General Arnold which pointed out the urgent need for fighters in the U. K. capable of long range escort and counter-air force work. This memorandum recommended in substance that:

(1) 20th Fighter Group (P-38) be diverted from commitment to North Africa and sent to U. K. (This was approved).

(2) The three P-38 Groups in North Africa be transferred to U. K. on completion of special operation and not later than 15 August. (This was not approved.)

(3) Within limits of production capacity, P-47 and P-39 groups scheduled for U. K., be re-equipped with P-51B airplanes at cost of Reconnaissance Program. (This was not approved but brought forth the following policy:

"The reconnaissance program will be given priority less than our heavy bomber units involved in the Combined Bomber Offensive against

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*July 25/20/43*  
*(1125)*



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DOO ltr  
8 Jan. & 30 June 1974  
By PL/HLIC, Data (10-7-76)

Germany, but above all other Army Air Force activities. However, no fighter aircraft which could directly benefit the Combined Bomber Offensive will be diverted to reconnaissance activities in inactive theaters or the zone of interior, except those necessary to sustain reconnaissance units operating with ground troops who are in contact with the enemy."

c. In latter part of July, AC/AS, OC&R, strongly recommended that the 20th Fighter Group, (P-38) scheduled to move in October be moved in August to the U. K. and that the 55th Fighter Group (P-38) which was scheduled at that time to move in December be moved in August also. This was approved. The 20th Group is now in the theater. The 55th Group is enroute.

d. On 15 August, General Giles directed that a plan be submitted to him to provide fighter protection concurrently with movement of heavy bombers to the U. K. AC/AS, OC&R, recommended that two additional P-47 groups be re-equipped with P-51B airplanes by diversion of P-51's from other activities. This recommendation caused a complete restudy of the Fighter and Reconnaissance Program which resulted in a decision by Gen. Giles to provide P-51B's to re-equip two P-47 Groups in the U. K. by diversion from following activities:

No.	Diverted From
55	67th Reconnaissance Group, now in U.K.
55	Third Air Force Fighter R.T.U.
30	Fighter replacements to North Africa
20	Reconnaissance replacements to North Africa
23	Third Air Force Reconnaissance R.T.U.
183	

e. Actions listed above will provide 6 long range fighter groups in U. K. by 31 December. (2 P-38 groups and 4 P-51 groups)

3. Action taken to increase range of P-38J and P-51B & C.

a. Materiel Command has been directed to provide an additional 120 gallons internal self sealing gas capacity for the P-38J and an additional 85 gallon similar capacity for the P-51 B & C. This additional gasoline will permit us to escort bombardment to a range of 500-600 miles depending on combat conditions.

b. The Materiel Command estimates they can have the additional tank in the P-38J production line beginning 30 November and start shipping modification kits overseas by 30 September. The 85 gallon modification kits for P-51B & C airplanes now out or scheduled for production will be provided commencing the latter part of October. It is planned to incorporate additional gas capacity (55 gal.) in the P-51D production line which starts in December.

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DECLASSIFIED  
8 Apr. & 30 June 1974  
By ALH/HR AC Data 10-7-74

4. Action taken to increase production P-38J's and P-51's.

a. Efforts have been made over a period of several months to increase P-38 production but with no success. On 1 September General Giles directed AC/AS, MEMD in writing to take immediate steps to increase P-38 production to 500 per month. (Copy of directive attached.)

b. The P-51 working schedule calls for 500 per month beginning in March 1944, of which 150 are tentatively scheduled to go to the British. 350 per month is not sufficient for AAF needs. A study is now being made in OC&R to determine feasibility of eliminating B-25H production at North American's Inglewood factory to permit this factory to produce only P-51's. This would increase P-51 production by 250 per month by March or April 1944. This study should be completed by 8 September and submitted to Chief of Air Staff for decision.

*Manning*

H. A. CRAIG  
Brigadier General, U. S. A.  
Assistant Chief of Air Staff,  
Operations, Commitments and  
Requirements.

5 Incls:  
4 Charts  
c/c directive to MEMD

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DECLASSIFIED  
- 3 -

7 September 1943

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DECLASSIFIED  
8 Apr. & 30 June 1974  
By ALH/HR AC Data 10-7-74

PRESSENT LOCATION OF P-38 AND P-51 GROUPS

<u>Theater</u>	<u>P-38 Groups</u>	<u>P-51 Groups</u>
U. K.	1	-
Africa	3	2
Australia	2	-
South Pacific	1	-
India	1 Squadron	1
China	■ ■	-
Alaska	■ ■	-
<del>Island</del>	■ ■	-
<b>TOTAL</b>	<b>7 Groups 4 Squadrons</b>	<b>3 Groups</b>

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7 September 1943

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8 Jan & 30 June 1974  
by ALH/H.B. J.C. Date 10-7-76

FIGHTER GROUPS IN U. K.  
THRU 31 DECEMBER 43

<u>Groups in Theater</u>	<u>Aug 31</u>	<u>Sept 30</u>	<u>Oct 31</u>	<u>Nov 30</u>	<u>Dec 31</u>
P-38	1	2	2	2	2
P-39	-	-	-	1	2
P-47	6	7	7	8	10
P-51	-	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>
TOTAL	7	10	11	14	18

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7 September 1943

8 Jan. & 20 June 1974  
By ALH/HH LC Data 150-7-36  
ALLOCATION OF AIRCRAFT

P-38

	ACTUAL			Sept	ESTIMATED <sup>a</sup>			TOTAL
	June	July	Aug		Oct	Nov	Dec	
<b>Fighter</b>								
U. K.		22	78	50	65	50	30	295
Africa	(25) <sup>b</sup>	-	-	-	-	45	45	65
India		35	-		5	10	5	55
China	(25) <sup>b</sup>	9	1		5	10	5	55
S.W. Pacific	53	55	-	15	30	30	30	213
South Pacific	7	47	-	30	-	30	15	129
Alaska	2	2	-		2	2	2	10
Iceland	3	3	-		3	3	-	12
R.T.U.	40	40	-	-	5	30	20	135
O.T.U.	40	35	-	-	-	30	8	113
<b>Total Fighter</b>	<b>145</b>	<b>248</b>	<b>79</b>	<b>95</b>	<b>115</b>	<b>240</b>	<b>160</b>	<b>1082</b>
<b>Reconnaissance<sup>b</sup></b>								
U. K.			20	23	32	15	48	138
Africa				14	16	15	20	65
India				4	16	18	19	57
S.W. Pacific				12	30	4	20	66
South Pacific				3	6	3	35	47
OTU & RTU	29	8	1		40		23	101
<b>Total Recon. P-5</b>							110	200
P-38 Mod.	29	8	21	56	50	55	55	274
<b>Factory Test. sts.</b>	<b>1</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>36</b>
<b>Total Production P-5</b>							110	200
P-38	175	266	105	156	170	300	220	1392
<b>TOTAL P-38 Type</b>	<b>175</b>	<b>266</b>	<b>105</b>	<b>156</b>	<b>260</b>	<b>300</b>	<b>330</b>	<b>1592</b>

a Estimated deliveries based on EM 800 31 July, adjusted

b Deployment shown in accordance with deliveries from factory; actual deployment would be delayed in order to provide modification.

c Twenty-five (25) P-38's transferred from 12th Air Force to China in June.

Final 41

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7 September 1943

DOO ltr.

8 Jan & 20 June 1974

by ALH/ltt JG Date (C-7)-76

ALLOCATION OF AIRCRAFT

P-51 B & C

	<u>ACTUAL</u>			<u>ESTIMATED</u> <sup>(a)</sup>				<u>TOTAL</u>
	<u>June</u>	<u>July</u>	<u>Aug</u>	<u>Sept</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	
<u>Fighter</u>								
U. K.			71	72	120	118	125	506
Africa			-	-	-	30	30	60
R.T.U.	4	19	-	42	5	5	20	95
<u>Total Fighter</u>	<u>(4)</u>	<u>(19)</u>	<u>(71)</u>	<u>(114)</u>	<u>(125)</u>	<u>(153)</u>	<u>(175)</u>	<u>(661)</u>
<u>Reconnaissance</u>								
U. K.			20	-	-	-	10	30
Africa			-	-	25	20	30	75
R.T.U.		12	38	-	-	10	-	60
<u>Total Recon.</u>		<u>(12)</u>	<u>(58)</u>	<u>-</u>	<u>(25)</u>	<u>(30)</u>	<u>(40)</u>	<u>(165)</u>
<u>Factory, Test, etc.</u>	8	5	9	8	5	5	5	(45)
<u>TOTAL AW</u>	<u>12</u>	<u>36</u>	<u>138</u>	<u>122</u>	<u>155</u>	<u>188</u>	<u>220</u>	<u>871</u>
<u>Lend Lease (Brit.)</u>	1	22	52	73	60	67	75	350
<u>TOTAL</u>	<u>13</u>	<u>58</u>	<u>190</u>	<u>195</u>	<u>215</u>	<u>255</u>	<u>295</u>	<u>1221</u>

(a) Estimated deliveries based on EM 80D 31 July adjusted.

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8 Jan 20 1974  
By NA-1111 AC Date 02-7-76

Increased Production of P-38's.

General Echols

1 Sept. 43

General Giles

1  
Maj.Gen.Giles:loh 3373

1. I have been informed that contemplated production of P-38's and F-5's during 1944 are as follows:

P-38's	-	250 per month
F-5's	-	100 per month

2. While the 100 F-5's per month should meet our requirements, the 250 P-38's will not. Almost daily we are receiving urgent appeals from Air Force commanders overseas for additional P-38's. It is becoming increasingly apparent that we will need more P-38's for long range escort work both in the European Theater and in the Asiatic Theater.

3. Desire that you take immediate steps to increase the P-38 production to the following figures:

400 per month as Fighters
100 per month for conversion to F-5's.

4. Your plan to effect this increase will be submitted to this office for approval not later than 5 September 1943. The following points will be considered in drawing up your plan:

a. Conversion of the F-5 production line at the factory to the production of P-38J airplanes, with subsequent modification at Modification Centers to meet photographic requirements. This should considerably speed up factory output and at the same time permit diversion of P-38J airplanes from photography at any time the war situation may demand.

b. Elimination of any activities now being performed by Lockheed which in any way interferes with P-38 production.

c. Utilization of additional facilities.

BARNEY P. GILES  
Major General, U. S. A.

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DDO hrs  
1 Sept & 20 Jan 1974  
A-1/44 AC, Date 10-2-76

**SECRET**  
BY AUTHORITY OF THE  
CHIEF of the ARMY AIR FORCES  
DATE 24 Nov. 1943  
INITIALS

**Information for Study of 273 Group Program**

Asst. Chief of Air Staff, O. C. & R.

Chief of Air Staff

GR/hed/79727

1. The information furnished to Mr. M. J. Madigan, Special Consultant to the Commanding General, Army Air Forces, as of November 1, 1943 by O. C. & R. showing the 273 Group Program should be supplemented with additional information showing for each theater by type group the aircraft strength of each group (unit equipment aircraft and reserve aircraft), and the scheduled month for accomplishing increased aircraft strength of each group. The information should be furnished by model aircraft.
2. In addition to the schedules of aircraft assigned to the 273 Group Program in R.T.U., O.T.U. and combat groups, it is requested that all other tactical aircraft necessary to the Army Air Forces' programs be scheduled and furnished. The schedules should show monthly from November 1943 through December 1944 the total aircraft by model and type which will be required by each command.
3. It is requested that you furnish all planning time factors giving the flow of aircraft by model and type from the production line to the assignment of such aircraft in groups or commands, also the established planning time factors showing the flow of a group from the time the aircraft is assigned to the group, and the time that the group is scheduled to be deployed in the theater. The time factors should give considerations to the time in modification centers, staging areas, depots and inroute to theater, etc.

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

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E Op. & 20 June 1984  
By AM/MLIC Date 10-7-76

Information for Study of 275 Group Program

AC/AS - Plans

30 Nov 1943

Chief of the Air Staff

MAL/1a/8373

3

1. It is directed that you furnish the foregoing information to Mr. M. J. Madigan as stated in the original Comment No. 1.
2. The Chief of the Air Staff does not desire to become the "middle man" in this transaction. In other words, this information should go direct to Mr. Madigan who has a job to do and who has been authorized by the Chief of the Air Staff to deal directly with the various divisions of the Air Staff.

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

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9 Jan & 20 June 1974

By AMH/HM, LC Date 6-7-76

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BY AUTHORITY OF THE  
CHIEF OF THE ARMY AIR FORCES

DATE \_\_\_\_\_ INITIALS \_\_\_\_\_ 1943

**Information for Study of 273 Group Program**

**Asst. Chief of Air Staff, Plans**

**Chief of Air Staff**

GR/had/79738<sup>1</sup>

1. It is requested that you furnish Mr. M. J. Madigan, Special Consultant to the Commanding General, Army Air Forces, all planning factors established by your office in regard to attrition rates for aircraft. The factors should be of type and model aircraft and should be for each war theater, as well as the Continental United States. If there are any losses used for planning purposes other than the losses of attrition, the factors for computing these losses should also be furnished, i. e. factors of obsolescence, etc.

2. It is also requested that you furnish the established rates of effort for each type of group with considerations given to the unit equipment strength and reserve aircraft, and the effort should be shown for each model aircraft. The effort should be in terms of operational effort rate per month and non-operational flying hours per month per unit equipment aircraft for each size and type of group and for each model aircraft.

**BARNEY H. GILES**  
Major General, U.S.A.  
Chief of Air Staff

COPY TO: CHIEF, ARMY AIR STAFF  
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1. - GR 45-521 (123) 20

TO: Chief of Air Staff

Date 4 Dec. 1943

FROM: Asst. Chief of Air Staff, W&ED

Comment No. 2  
~~383/njr/3354~~

1. A copy of a report entitled "U.S. Aircraft Production, Distribution, and Availability" as of 31 October, 1943, has been made available to Colonel G. Ring for the use of Mr. M. J. Madigan.

2. This report contains all of the forecasts and reconciliations of total aircraft production with tactical availability requested in Comment No. 1. The report covers the period January, 1943 through December, 1944, and is based on the latest available information as to planned give-aways to foreign countries and the latest tactical availability estimates as of 10 November 1943.

1 Dec 43

B. E. MYERS  
Brig. General, U.S.A.  
Deputy ACAS/W&ED

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8 Dec. & 30 June 1974  
By NH/HH LC: Date 10-7-74

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

Information for Study of 273 Group Program

Asst. Chief of Air Staff, M. H. & D.

24 Nov. 1943

Chief of Air Staff

GR/had/79727

1

1. It is requested that you prepare for Mr. M. J. Madigan, Special Consultant to the Commanding General, Army Air Forces, a production forecast from November 1, 1943 through December 1944. The forecast should be by model aircraft and in addition to the total production anticipated, there should be shown the following:

- a. Planned give-aways of tactical type aircraft to foreign countries.
- b. Reconciliation of the total aircraft production with tactical availability.

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

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8 Jan. & 20 June 1974  
By AV/HH J.C. Davis (C-2) 76

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

Information for Study of 273 Group Program

Management Control

24 Nov. 1943

Chief of Air Staff

1  
GE/had/79727

1. It is requested that your office prepare for Mr. M. J. Madigan, Special Consultant to the Commanding General, Army Air Forces, an inventory of tactical aircraft on hand by model and type aircraft as of November 1, 1943, and summarized as follows:

a. Aircraft assigned to groups giving the group designation and the size of the group in terms of unit equipment aircraft and reserve aircraft, and the location of the group, whether it is at its intended theater, enroute to the theater, ready to go to the theater, or assigned to R.T.U. or O.T.U.

b. Aircraft in commands, exclusive of aircraft in groups, showing the number of aircraft and the command and theater to which assigned.

c. Aircraft in pipe line with breakdown as to the location of the aircraft, i.e., aircraft in modification centers; aircraft in depots, staging areas, etc., and whether aircraft in pipe line is for replacements or for activating new groups.

d. Assignment of any other tactical aircraft shown in the inventory and not covered under this request.

2. It is requested that similar information as listed in the above paragraph be furnished for December 31, 1942, if such information is available.

3. Will you prepare for Mr. Madigan a monthly summary, by model aircraft, starting in January 1943 through November 1943, showing the following information:

- a. Total Army tactical type aircraft produced.
- b. Total give-aways to foreign countries of tactical type aircraft.
- c. Aircraft available to the Army Air Forces.
- d. Total aircraft losses with breakdown showing the losses incurred in the Continental United States and in War Theatres.

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

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ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 10-2-76 BY [signature]

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WHS: 22 Nov 43

24 NOV 1943

**SUBJECT: Navy Requirements for Army Type Aircraft 1944**

**TO: Deputy Chief of Naval Operations (Air)**

1. Conferences are to be held in the near future to establish a firm basis for allocation of aircraft for the first half of 1944 and a tentative basis for the last half of 1944.

2. It is requested that this office be furnished a statement of Navy requirements of Army type aircraft for 1944 broken down into the two six months periods for use in the above mentioned conferences.

For the Commanding General

*Edwin J. Gavin*

for **BARNEY H. GILES,**  
Major General, U. S. A.,  
Chief of the Air Staff.

*ASAS 452.1 (1118)*

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AFGAS  
MAL/gwd  
Ext. 3573

Rewritten 25 November 1945

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DOD Hqs

8 Jan. & 20 June 1974  
By ALY/1111 LCI Date 10-7-76

26 NOV 1943

SUBJECT: Catalina Amphibians.

TO : Vice Admiral J. S. McCain, USN,  
Deputy Chief of Naval Operations (Air),  
Navy Department,  
Washington, D. C.

Reference your memorandum, dated 22 November 1943, regarding Catalina amphibian type aircraft, it would be appreciated if you would forward to the Assistant Chief of the Air Staff, Operations, Commitments and Requirements, Requirements Division, Emergency Rescue Branch, this Headquarters, full engineering data on the conversion of the PBY-5A into a PBY-5 aircraft. Regarding paragraph 5, cited memorandum, the intention was that our requirements would be one hundred and fifty-eight (158) for 1943-44, and the balance up to two hundred and thirty (230) aircraft are our requirements for 1945, therefore no change in present allocations is indicated.

For the Commanding General

SIGNED  
BARRY H. GILES,  
Major General, U.S.A.,  
Chief of the Air Staff

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20 NOV 1943  
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8 Dec 6 &amp; 20 June 1974

By Al/Hif LC Date 10-2-76

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NAVY DEPARTMENT  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
WASHINGTON

22 November 1943

MEMORANDUM FOR GENERAL GILES

SUBJECT: Catalinas (Seaplane and Amphibian) - Mariners.

1. In response to your request of this date, I have investigated the matter of providing PBY-5s in lieu of PBY-5A's for AAF sea rescue squadrons.
2. The U. S. Navy is receiving no Catalina seaplanes at present. The only version of this model now in delivery to us is the amphibian (Army OA-10). The only seaplane version of now in production is the PR2B (Boeing Vancouver), all of which go to the United Kingdom in accordance with established allocations.
3. I mentioned PBMs (Martin Mariners) to you this morning, as an alternate suggestion for the immediate problem of the provision of nine (9) rescue seaplanes. However, upon checking the present availability of this type, I find that we are 42 planes short of unit equipment for squadrons now in commission, with no reserve available to replace losses. I believe it would be inadvisable to assign any small number of these planes to the AAF in any case, because of the type training which would be required, the complications concerning spare support, etc. The total in production is such that the Army Requirement for sea rescue squadrons could not be met with this type.
4. The most practicable solution of the problem as I see it is, if amphibians are not desired, for you to remove the amphibian gear and seal the wheel well pockets and bow wheel doors permanently. We have done this successfully and find that it gives us a perfectly satisfactory conversion of a PBY-5A into a PBY-5. Any overhaul or repair shop can accomplish the change. The bow wheel doors must be sealed and reinforced. The side wheel well pockets are sealed with extra fuel tanks of approximately 30 gallon capacity each. We will be glad to furnish you with full engineering information on this change.
5. As you no doubt are aware, we have just executed a contract for 230 Cansco airplanes with the Vickers Company, for allocation to the Army Air Forces at the request of the latter. This airplane is essentially an OA-10. While I was in conference with you this morning, Major Russell Smith called Commander Riley's office and left word that your requirement had been reviewed and that you wished to reduce the allocation from 230 to 158. According to General Arnold's despatch, you do not want any amphibians, but wish straight seaplanes. Under this last agreement which has just been completed, the first four Canscos are to be delivered in December. It is requested that you inform us at the earliest possible time, just what changes in the present contracts or allocations are desired, so that necessary modifications can be made. If no change is made, the Army Air Forces will receive 230 Cansco amphibians, with deliveries starting in December, 1943.

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J. S. McCAIN  
Vice Admiral, U. S. N.



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DOD ITR

8 Jan & 20 June 1974  
By NAJ/HH LC Date 10-2-76

1 October 1943

MEMORANDUM TO COLONEL WISE:

The following P-61 production figures were obtained this date from Col Galletly of MM&D. They are the best figures available to date.

1943					1944								
Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept
7	8	4	7	13	12	18	25	35	45	50	50	50	50
		2	3	7									

Total P-61's on contract are as follows:

YP-61	13
P-61A	200
P-61B	567

The 13 YP-61's have been delivered. One production P-61A is just about ready for delivery. Northrup believes they will be able to meet the above schedule providing the present turret trouble does not hold them back. The turret trouble has not been corrected, but Wright Field has the turret in their wind tunnel attempting to correct the turbulent flow over it.

*JAG*  
JACK A. GIBBS

*File per my order  
11/22/43  
GK*

*Bill  
for Gene Giles Brads  
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8 Jan & 20 June 1974

By *ALH/HH* AC Date *10-7-76*

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~CONFIDENTIAL~~

TALLY NO.	
FILE NO.	

SUBJECT: Characteristics for Experimental Airplanes.

TO: Chief of Air Staff, Attn: Capt. L. V. Burgh, Rm 3E-1035      DATE 19 Nov. '43

FROM: AC/AS, M.M. & D., Materiel Division      COMMENT NO. *1*  
REG:hbr/71150 *g*

Forwarded herewith are revised characteristics data sheets for each of the following airplanes: XP-51F, XP-72, XP-75, XP-600, IA-38, IB-35, and XB-36.

*WCO*  
R. C. WILSON,  
Colonel, Air Corps  
Chief, Development Engineering Branch

Incl:  
Data sheets as indicated above.

*Inclosures withdrawn  
On 11/2*

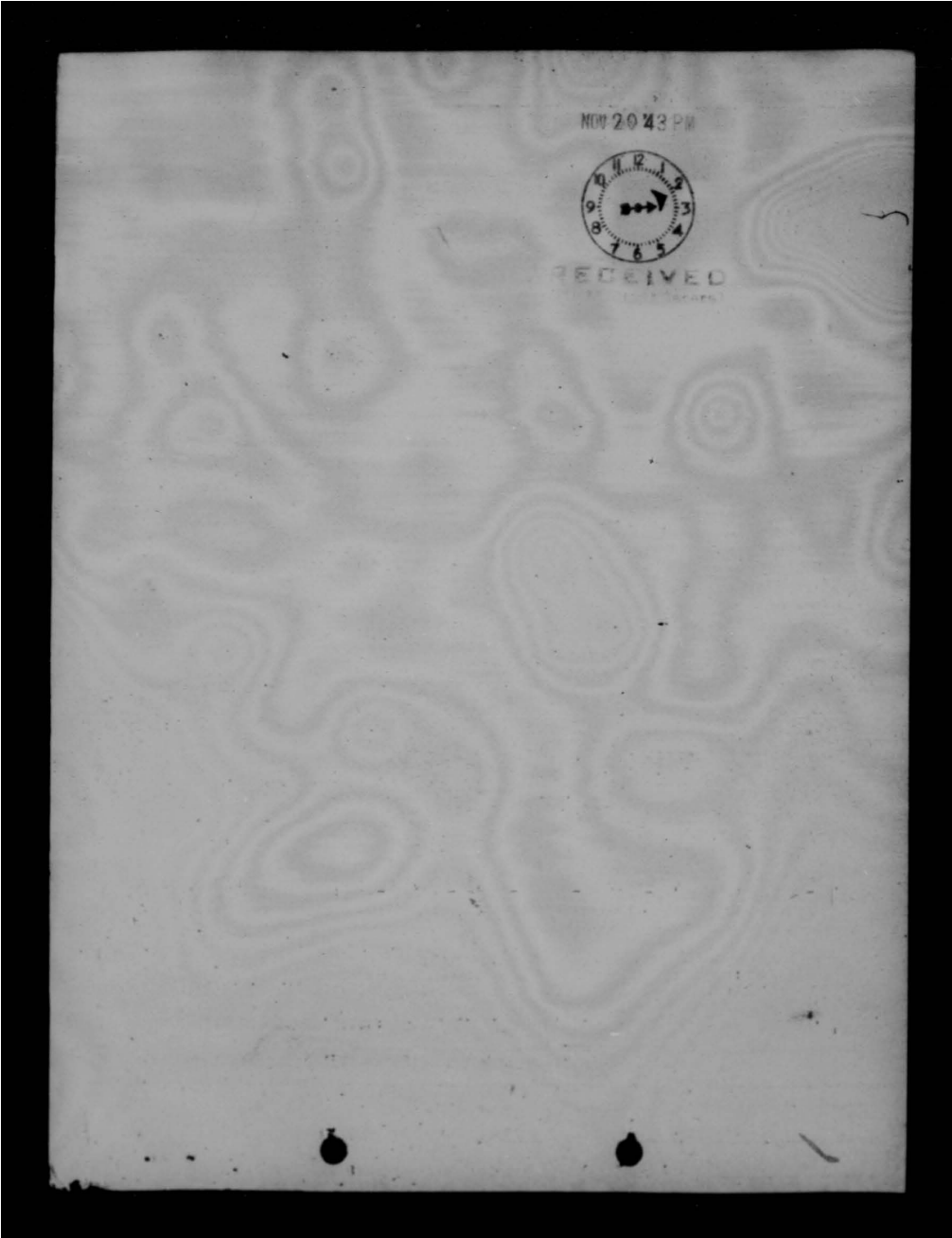
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ADDRESSES ONLY TO  
HEADQUARTERS OF THE ARMY AIR FORCES  
WAR DEPARTMENT  
WASHINGTON, D. C.

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8 Mar 49  
By: GLJ/HH Date: 6-2-76

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

20 NOV 1943

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF: (Through General Perrin)

Subject: Fighter Airplane Range Extension (Report No. 6)

1. There follows a current status report of progress in extending the radius of action of P-38J, P-47 and P-51B and C airplanes. This report is the sixth of a series initiated 7 September 1943, at your direction:

a. P-38J - A total of twelve (12) P-38J leading edge tank kits has been flight delivered to U. K. A resumption of shipments is scheduled for the week ending 20 November, to continue to the Eighth and other Air Forces until all requirements are met.

The P-38 modification line at Love Field, Texas, is now full and is operating at the desired rate of efficiency. Installation time has been reduced from 300 man-hours to 150.

b. P-47 - As of the week ending 13 November, a total of 104 wing adapter kits had been flight delivered to U. K. By midnight, 22 November, 300 of these kits will have been delivered to Newark and should be in U. K. not later than 25 November, representing a complete satisfaction of the Eighth Air Forces' initial request. Water shipments at the rate of thirty kits per week will meet U.K.'s subsequent needs.

The requirements of the Twelfth, Fifth and other Air Forces will be met immediately succeeding completion of initial deliveries to U. K.

c. P-51B and C - As of 13 November, fifty-three (53) fuselage tank kits had been delivered to U. K., and a lot of fifteen (15) was enroute by water. By the end of the first week in December 1943, a total of 270 kits to complete U. K.'s requirements, is scheduled for shipment.

Facilities for the modification of P-51B and C aircraft have been expanded to include Tuscon, Daggett and Evansville in order to secure a higher completion rate on modified airplanes. This change in planning was caused by the discovery that the job involved over twice as many man-hours as were estimated originally.

*(Air Staff 4-5-3-1 (111))*



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HQ. AAF  
2 NOV 1943  
MAG MAIL SECTION

Memo to Chief of the Air Staff

DECLASSIFIED  
 DD Form 129  
 8 Jan & 30 June 1974  
 By: A11/H11/UC, Date: 10-7-76  
 Page Two

For these reasons, it will be 22 November at least, before the rate of completed airplane deliveries from the two previously established centers, Buffalo and Niagara Falls, will equal the rate of airplane receipts from the factory.

2. The status of jettisonable fuel tanks for use with the three airplanes discussed in paragraph 1 is reported below:

a. 75-gallon metal tanks - U. K. has placed requisitions for 19,000 of these tanks additional to those previously requested for October, November, and December. These new requirements completely exhaust all stocks of 75-gallon metal tanks, but a resumption of production scheduled for December 1943 will enable us to meet all other requirements.

b. 75-gallon leak-proof tanks - Production of these is scheduled to start 18 December, and will reach the desired rate of 8 per day by 22 January 1944.

c. 110-gallon tanks - This category includes both the 108-gallon paper tank and the newly designed 110-gallon metal tank. Production of the first is estimated as beginning the latter part of December. Mock-up of the second having proved satisfactory both for the P-47 and the P-51, production is expected in quantity by the middle of February, 1944. Sources contemplated for this article are American Stove Company, Briggs Manufacturing Company, Tappan Stove Company, and Mills Novelty Company.

d. 115-gallon metal flat-top tanks - An initial shipment of 132 of these tanks is enroute to U. K. It is expected that the original estimate of 2500 to 3000 of these tanks for the Eighth Air Force by the end of November will be met. Production from the end of November forward will be sufficient to meet requirements.

e. 150-gallon paper tanks - This article is still undergoing development.

f. 150-gallon leak-proof tanks - This article is now in production and will reach the required rate of 20 per day during the first week in January 1944. The first 100 of these tanks have been allocated to the Eleventh Air Force. Twenty five of this quantity have been delivered; an additional 31 are enroute.

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Memo to Chief of the Air Staff

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 DD Form 129  
 8 Jan & 30 June 1974  
 By: A11/H11/UC, Date: 10-7-76  
 Page Three

g. 150-gallon metal flat-top tanks - Because of the accelerated production and delivery of P-47 wing adapter kits which make possible the use of a standard Lockheed tank and because of expected deliveries of the 115-gallon flat-top tank, the requirements for this large size belly tank are lessening. The original quantity of 20,000 will, however, be produced as a stand-by measure to meet presently unforeseen requirements.

h. 150-gallon metal Lockheed type tanks - As of 13 November, a total of 6,000 of these tanks had been delivered or was enroute to U. K. Production of this tank in quantity to meet requirements of all Air Forces is now assured.

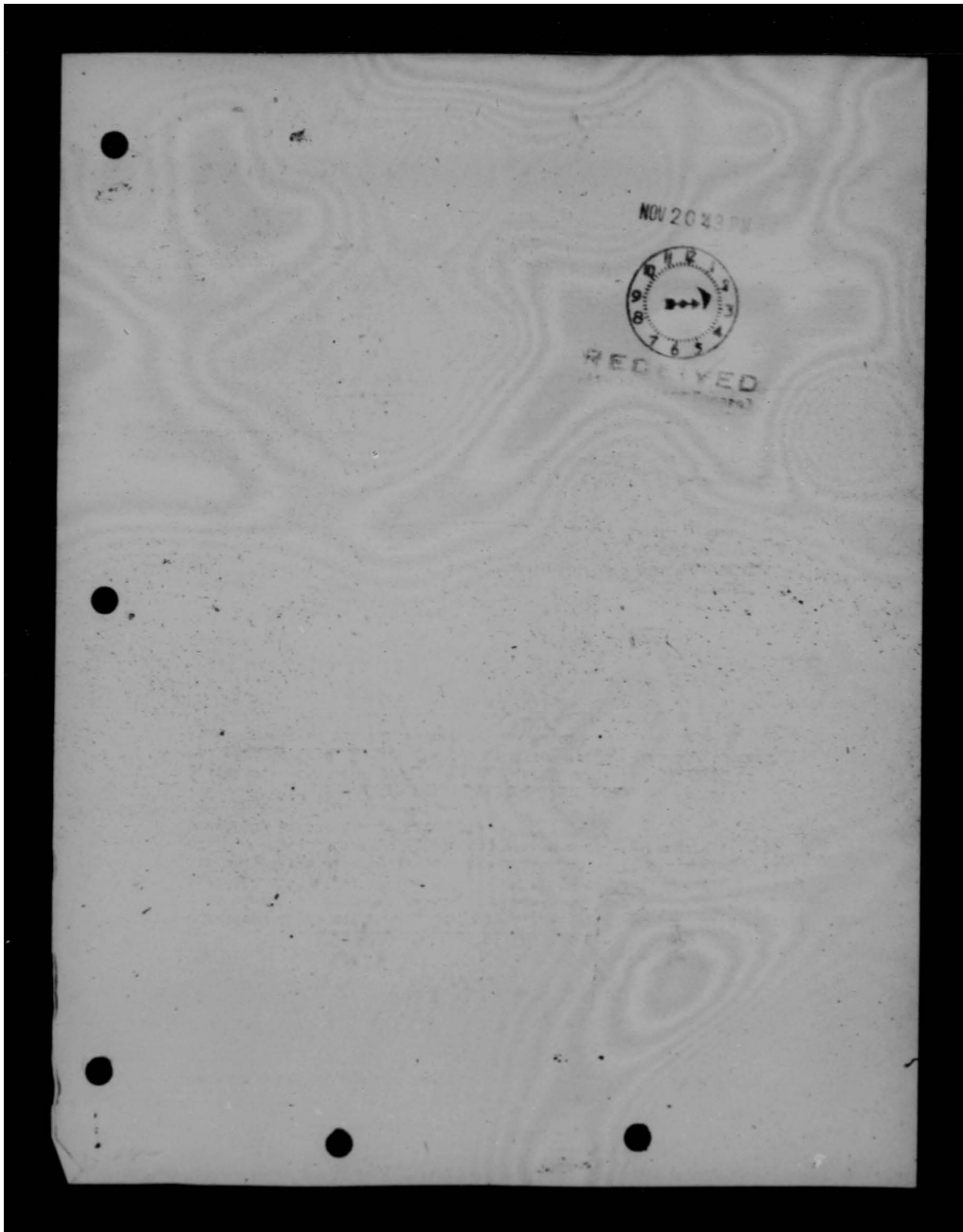
*B. E. Meyers*  
 B. E. MEYERS  
 Brig. General, U. S. A.  
 Deputy Asst. Chief of Air Staff, M. M. and D.

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 8 Jan. & 30 June 1974  
 By *ALH* / lit 1G; Date *10-2-74*

HEADQUARTERS ARMY AIR FORCE  
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ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Relationship of anticipated production of heavy bombardment airplanes in 1944 and the current 273 Group Program.

TO: Chief of the Air Staff

FROM: Assistant Chief of Air Staff, Plans

DATE *7/15/43*

COMMENT NO. *1*  
*RPN/dns/71127*

1. Attached hereto is a copy of an informal memorandum presented to General McMarney in accordance with your verbal instructions.

*RR*  
 L. S. KUTER,  
 Brigadier General, U. S. A.

1 Incl:  
 Copy of memo for Gen McMarney  
 fr Gen Kuter 7/15/43.

*How about 30 for chance?*

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*Air AB 452.1 (1110)* FORM A.F.

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 8 Apr & 20 June 1974  
 by SAJ/HIC Date 12-7-76

JUL 15 1943

MEMORANDUM FOR GENERAL McNARNEY:

The following data on the relationship of anticipated production of heavy bombardment airplanes in 1944 and the current AAF 273 Group Program are provided below for incorporation in a paper being prepared for the President pursuant to your oral directive at about 10:30 AM this date.

These data are provided in the absence of General Arnold and are the best available within the time allowed. In accordance with our conversation it is assumed that the use to which these data are put will be coordinated with General Arnold who is expected to return today.

Requirement & Production	Jan. 1, 1944	Jan. 1, 1944	July 1, 1944	July 1, 1944
	To	To	To	To
273 Group Army Air Force (Not including B-29's)	April 1, 1944	July 1, 1944	Oct. 1, 1944	Dec. 31, 1944
For new units:	720	1380	420	810
For training establishment:	326	858	388	738
For replacements-augmentation:	2198	5880	3113	6328
Total 273 AAF requirement:	3244	8118	3921	7876
Committed deliveries to other than AAF:		669		399
Total Heavy Bomber requirement:		8787		8275
Anticipated Production		8433		7955
Net Over:				
Net Under:		354		320

The 273 Group Program only partially implements the requirements of the Victory Program. The heavy bomber aircraft available in 1944 not considered in the 273 Group Program consist of B-29 type aircraft. Current study of the overall AAF program indicates at this time that it may be possible to man B-29 units in accordance with the schedule indicated below.

B-29 Requirement AAF	To	To	To	To
	April 1, 1944	July 1, 1944	Oct. 1, 1944	Dec. 31, 1944
For new units:				
For training establishment:				
For replacements:	The entire production of B-29 and B-32 aircraft			
Total 273 AAF requirements absorbed by the training establishment and the Committed deliveries to other formation and maintenance of planned units.				
than AAF:	0	0	0	0
Total Requirement:				
Anticipated Production:				
Net Over:				
Net Under:				

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Copy for General Stratemeyer

~~SECRET~~

The requirement of the Army Air Forces for heavy bombers as submitted herein varies to some extent from quantities previously computed. This is due partially to action resulting from evaluation of information recently received from the theatres, as to the requirements for less replacements in air crews and aircraft. The heavy bomber requirement is further modified by the advisability of according heavy bombardment increased emphasis as compared with medium types.

The following items should be noted:

- a. The give-away for the first two quarters of 1944 has been approved by the President and the CCB.
- b. The give-away for the last two quarters is approximate. No provision has been made for B-24's for the United States Navy in the last two quarters. A late bid is anticipated.
- c. The bids of the U.S.S.R. for B-24's have, in the past, been denied on the grounds of acute shortage for our own program. It must be recognized that it may be strategically desirable to deploy heavy bombers on the Eastern Front in 1944.
- d. The 1943 requirements of the United Kingdom (RAF) for B-24's will not be met in full.
- e. The 1944 requirements of Canada will not be met in full by the currently proposed allocation.
- f. Provision has not been made to meet in 1944 the bids of the following countries:

- New Zealand
- China
- Australia

L. S. KUTER,  
 Brigadier General, U. S. A.  
 Asst. Chief of Air Staff, Plans.

~~SECRET~~

air 452-1 (1110)

1110  
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 1110

DECLASSIFIED  
 DOD 113  
 8 Jan. & 20 June 1974  
 By *MM/HM* MC Date 10-2-76

HEADQUARTERS  
 58TH BOMBARDMENT WING (HEAVY)  
 Spooky Hill Army Air Field  
 Salina, Kansas

LHW/sa

10 November 1943

SUBJECT: Performance Tests of B-29 Airplane

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

1. Under directive contained in letter from the Commanding General, Army Air Forces, dated 17 April 1943 the performance of the B-29 airplane is herewith submitted. Tests were conducted on the specially instrumented KB-29 (A1 airplane) which had been re-worked to fully represent the drag of the B-29 production airplanes. These tests were made at the Boeing-Wichita plant and at Salina, Kansas and by expeditious action were completed between 20 September 1943 and 26 October 1943.

2. The flight test data has been reduced to approximately forty pages of curves showing the relationship of variables on performance. The information contained in this report is considered to be the "highlights" of the quantitative performance analysis and will be used for performance of combat operation.

TEST RESULTS

1. MIN SPEEDS: Level flight at 2400 RPM and 41.5" Hg. manifold pressure under standard conditions with cowl flaps set for 245°C temperature on hottest cylinder.

Gross wt. (lbs)	True Speed MPH 25,000 ft. alt.	15,000 ft. alt.
80,000	362	334
100,000	353	326
120,000	340	314

2. RANGE TESTS: 120,000 lbs. gross wt. at take-off. Water ballast dropped at 5000 ft. after 1500 miles.

2710 miles traveled  
 13 hr. 59 min. elapsed time  
 4424 gals. of fuel consumed



*File  
 11/26/43*

Preliminary Performance Tests of B-29 Airplane, 10 Nov 1943, cont'd.

10,000 lbs. of water ballast  
 10,000 ft. test altitude  
 0.612 miles per gal. average fuel consumption  
 174 miles per hour average speed

c. Fuel consumption tests, cowl flaps set not to exceed 232°C on hottest cylinder head under standard conditions.

Gross wt. (lbs)	Altitude	Speed for max. range MPH	Miles per gal.
85,000	15,000	223	.62
90,000	15,000	228	.60
110,000	15,000	242	.56
122,000	15,000	250	.42
90,000	25,000	255	.75

c. The 58th Wing Accelerated Test at Salina made a check of a typical 1650 mile radius mission. The attached Fig. 1 is a graph of the mission described below.

Mission: 1650 mile radius  
 Bomb load - 10,000 lbs.  
 Fuel load - Full mains and 2 auxiliaries  
 Take-off wt. - 131,000 lbs.  
 Flight Altitude: Initial and end of flight at 15,000 ft. balance at 30,000 ft.

3. DISTANCE REQUIRED FOR TAKE OFF: 25° wing flaps at sea level with no wind.

Gross wt. lbs.	Wing loading lbs/sq ft	Take-off Roll ft.	Indicated take-off Speed MPH
100,000	57.5	2340	102
110,000	63.2	2740	107
120,000	69.0	3430	113
130,000	74.7	4900	120

4. CLIMB DATA: Cowl flaps open 14° at 2400 RPM and 41.5" Hg. manifold pressure.

Take-off Gr. wt.	Time to climb 15,000 ft.	Fuel used in climb, gals.	Miles Traveled	Gross wt. at end of climb
90,000	12.3	187	38	88,900
100,000	16.9	257	53	98,500
115,000	25.9	394	81	112,700
130,000	40.8	621	130	126,400

5. ENGINE COOLING is marginal with the present cowl installation.

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Preliminary Performance Tests of B-29 Airplane, 10 Nov 1943, cont'd.

Temperatures are high for satisfactory hot weather operation especially at high altitudes and/or heavy gross weights. It is necessary to use large cowl flap openings in an attempt to cool the top cylinders with the result that the other cylinders are comparatively cold. It therefore appears possible that the cooling can be improved without serious loss and with some gain in performance at high altitudes and weights by opening up the top flaps to cool the top cylinders which would make it possible to use smaller openings of the main cowl flaps. Additional tests will be conducted to form a basis for improved cooling.

6. Airplane performance and engine cooling are critically dependent upon proper operation of the cowl flaps. Caution should be used when reducing cowl flap angles below 5° since in this range a small decrease in angle will result in a large increase in cylinder temperature. Careful check should therefore be kept of the hottest cylinders.

Conversely reducing cowl flap settings at the larger openings has a much smaller effect on head temperatures and a large increase in performance can often be obtained by closing the flaps to raise the temperature toward the maximum operating limits. Fourteen degree cowl flap opening is optimum for cooling in climb. Additional opening results in considerable loss in rate of climb with no further reduction in cylinder temperatures.

7. GENERAL COMMENTS:

Take-off at 131,000 lbs. is not appreciably different from a take-off of a B-17 or B-24 loaded to their maximum gross weight of approximately 62,000 lbs.

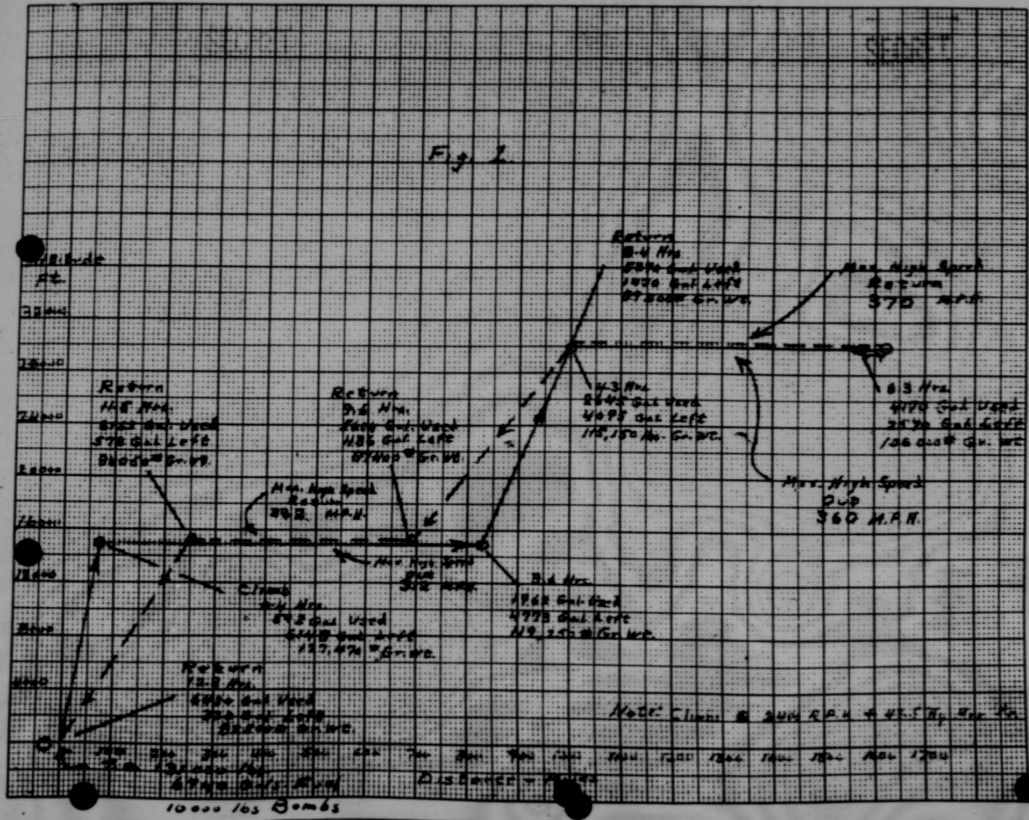
Use of wing flaps is mandatory for satisfactory take-off. A warning horn has been devised to operate in the event the flaps are not properly set for take-off when the throttles are opened.

Speeds for maximum range of the airplane are close to the speed of minimum power required for level flight. It is possible to fly the airplane on the reverse side of the power required curve. When setting up a range mission according to a specified flight plan the range and stability will be adversely affected if cowl flaps, intercooler flaps and other items affecting drag are not properly set. For the above reasons the speeds to be used for obtaining maximum range (which are listed in this report) are slightly high, in order that formation flying will not place any ship of the formation on the wrong side of the horse power required curve with the attendant adverse effects.

WLF  
452.1  
1106

*W. B. Wolfe*  
W. B. WOLFE,  
Brigadier General, U. S. A.,  
Commanding

WLF 452.1 1106



DECLASSIFIED

DD FORM 13

1 Jun 46 (Rev. 1-27-46)

By *MAJ H.H. MC* Date *1-7-76*

HEADQUARTERS ARMY AIR FORCES

~~SECRET~~

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Performance Tests of B-29 Airplane

TO: General Giles

DATE NOV 18 1943

FROM: Asst C/AS, OGR (Bombardment Branch)

COMMENT NO. 1  
Colonel Gibson/bgm/5611

Noted.

1 Incl - Ltr fr Hq 58th  
Bombardment Wing (H)  
to CG/AAF dtd 10 Nov 43,  
subject as above

*Alfred R. Maxwell*  
ALFRED R. MAXWELL  
Colonel, Air Corps

B-29 Project Officer *(VKS)*

*INCL 4/d & inserted  
in Gen. Giles' book*

*File  
max*

*File  
BK  
11/22/43*

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*CG 452-1 (1106)*

3-1109 A. F.







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DDO Hqs.

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HEADQUARTERS ARMY AIR FORCE

8 Nov & 20 June 1974  
1974 Bu AC; Date 10-21-74

**ROUTING AND RECORD SHEET**

TALLY NO.	
FILE NO.	

SUBJECT: Airplane Production

TO: Deputy Chief of Air Staff DATE 15 Nov 1943

FROM: AC/AS, M M & D, Aircraft Distribution Control Branch AFMO-4B

COMMENT NO. 1  
PCW/jot/74323

1. In accordance with General Perrin's instructions, attached are tabulations showing differences in distribution of combat airplanes production following the proposed blocking policies as compared with present policy, based on October 31, 1943 estimates.
2. This will be the last report of this type presented, since the November 30th report would be too near the end of the year to make any changes.
3. It is recommended that the "ground rules" for compliance with 1944 allocations be determined at the beginning of the year so that "exceptional cases" can be limited to a minimum.

*C.H.D.*  
C. H. DYSON  
Lt. Colonel, Air Corps  
Acting Control Officer  
Control Branch  
M. M. & D.

Incls.

*Hold in outside file until give away are decided - then file*  
*- P*

*ADD-302*

*(1103)*

*8 Dec.*

*File a-9 Jan 44*

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*File 482-11102*

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3-1109 A.P.

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DECLASSIFIED  
 DD Form 1175  
 8 Sep 60 Issue 1974  
 By NA/11/13C Date 10-9-76

RECAPITULATION

COMBAT AIRCRAFT ALLOCATED TO FOREIGN RECIPIENTS

Differences in Estimated Total Deliveries for 1943  
 Between Plan B and Plan A \*

Based Upon October 31, 1943 Estimates

C-47<sup>s</sup>  
 287<sup>s</sup>

	B-24	B-25	B-26	A-20	A-24	A-25	P-39	P-40	P-51	Total
U. S. Army	0	+ 21	+ 23	0	+ 87	+ 78	4453	+ 53	0	+ 715
U. S. Navy	0	+ 2	- 3	-	-	-	-	-	0	- 1
Britain	0	- 2	- 20	0	-	-	0	0	0	- 22
Britain for Russia	-	-	-	-	-	-	-252	0	-	- 252
Russia	-	- 6	-	0	-	-	-201	0	-	-207
China	-	- 8	-	-	-	-	-	- 28	-	- 36
H. E. I.	-	- 7	-	-	-	-	-	- 4	-	- 11
Australia	-	-	-	-	-	- 78	-	0	0	- 78
New Zealand	-	-	-	-	- 39	-	-	- 17	-	- 56
Canada	0	-	-	-	-	-	-	- 4	-	- 4
Latin America	-	-	-	-	- 16	-	-	-	-	- 16
French Forces	-	-	-	-	- 32	-	0	-	-	- 32

Plan A Present Plan - Allocations for Russia and smaller recipients "guaranteed" for the year. Britain and Dominions to receive all of allocations if 80% of SL is met. Army and Navy share alike in all reduced production.

Plan B Proposed Plan - Russia and Britain (excluding Dominions) to receive all of allocations if 80% of SL is met. Army, Navy, and all others to share alike in reduced production.

\*Note If a change were made from Plan A to Plan B at this time all of these differences would have to be absorbed in December, since the deliveries for other months are being completed now.

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DECLASSIFIED  
DOD Hqs  
8 Jan 4 20 June 1978  
By: MS/MLIC, Date: 10-7-76

RECAPITULATION

COMBAT AIRCRAFT ALLOCATED TO FOREIGN RECIPIENTS

Differences in Estimated Total Deliveries for 1943  
Between Plan C and Plan A \*

Based Upon October 31, 1943 Estimates

	<u>B-24</u>	<u>B-25</u>	<u>B-26</u>	<u>A-20</u>	<u>A-24</u>	<u>A-25</u>	<u>P-39</u>	<u>P-40</u>	<u>P-51</u>	<u>Total</u>
U. S. Army	↓ 58	↓ 91	↓ 33	↓ 178	↓ 87	↓ 78	4516	↓ 118	↓ 88	↓ 1247
U. S. Navy	↓ 4	↓ 9	- 3	-	-	-	-	-	0	↓ 10
Britain	- 60	- 59	- 30	0	-	-	- 1	- 40	- 88	- 278
Britain for Russia	-	-	-	-	-	-	- 314	0	-	- 314
Russia	-	- 26	-	- 178	-	-	- 201	- 40	-	- 445
China	-	- 8	-	-	-	-	-	- 20	-	- 28
H. E. I.	-	- 7	-	-	-	-	-	- 3	-	- 10
Australia	-	-	-	-	-	- 78	-	0	0	- 78
New Zealand	-	-	-	-	- 39	-	-	- 12	-	- 51
Canada	- 2	-	-	-	-	-	-	- 3	-	- 5
Latin America	-	-	-	-	- 16	-	-	-	-	- 16
French Forces	-	-	-	-	- 32	-	0	-	-	- 32

Plan A Present Plan - Allocations for Russia and smaller recipients 'guaranteed' for the year. Britain and Dominions to receive all of allocations if 80% of 8L is met. Army and Navy share alike in all reduced production.

Plan C Alternate Plan - All recipients on the same basis for the year as a whole sharing equally the "slippage" in deliveries.

\*Note If a change were made from Plan A to Plan C at this time all of these differences would have to be absorbed in December, since the deliveries for other months are being completed now.

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MEMO FOR COL. WISE.

*Hold for Air Staff Meeting  
Check prod - 8 Dec*

PRODUCTION ESTIMATE

	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	July
P40	195	129	40	-	-	-	-	-
T39	100	92	58	12	20	20	10	
PG3	28	50	75	115	103	97	103	
<i>Follow up</i>	<i>317</i>	<i>400</i>	<i>340</i>	<i>39</i>	<i>320</i>	<i>370</i>	<i>370</i>	<i>370</i>

*will reach 420 by end of year*  
SOURCE. "Estimated Operational Combat and Transport Airplanes Becoming Available to the AAF as of Nov 10 1943" - Analysis and Reports Control Office, MM+D, 17 Nov 1943.

*Ronald Stalham f  
12-2-43*

	Dec	Jan	Feb	Mar	Apr	May	June
MA			66	27			21
SP			9	9			
Commb				5			
OTU	25	50					
AFAC	3						

W-8  
was Products Board  
Mr. Silberman  
4802

A. S. Corp. Products Dept  
and Associates  
Contract officer of W M + D

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DECLASSIFIED  
DOO ltr  
8 Jan. & 20 June 1974  
By NAI/HHC Date 10-7-76

Performance Tests of B-29 Airplane.

AC/AS, Materiel, Maintenance and Distribution.

15 Nov. 1943

Secretary, Air Staff.

1  
WRB/gwd/5265

Forwarded for your information.

Dispatched  
16 NOV 1943  
AAG

W. R. BURT,  
Lt. Colonel, G.S.C.,  
Asst. Secretary, Air Staff.

Incl:  
Cy. ltr., 11/10/43, from  
Gen. Wolfe to CG/AAP,  
above subject.

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Cy. ltr. 11/10/43  
Air 25 492-1 (1099) B

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DECLASSIFIED  
DOO ltr  
8 Jan. & 20 June 1974  
By NAI/HHC Date 10-7-76

Performance Tests of B-29 Airplane.

AC/AS, Operations, Commitments and Requirements.

15 Nov. 1943

Secretary, Air Staff.

1  
WRB/gwd/5265

Forwarded for your information.

Dispatched  
16 NOV 1943  
AAG

W. R. BURT,  
Lt. Colonel, G.S.C.,  
Asst. Secretary, Air Staff.

Incl:  
Cy. ltr., 11/10/43, from  
Gen. Wolfe to CG/AAP,  
Above subj.

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1099a

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Cy. ltr. 11/10/43  
Air 25 492-1 (1099) B



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DECLASSIFIED  
DOD DRG  
8 Jan & 20 June 1974  
By NAJ/HHC Date 10-7-76

Performance Figures on the B-29

AC/AS, Intelligence

12 Nov 45

Deputy Chief of the Air Staff (General Hall)

1  
RHR/oo/75001

1. At the Monday Staff Meeting, the subject of releasing performance figures on the B-29 to the British and the U. S. Navy was discussed.

2. It is directed that no information concerning the performance of the B-29 be furnished either to the U. S. Navy or the British without first clearing the same through the Chief of Air Staff.

WILLIAM E. HALL  
Brigadier General, U. S. A.  
Deputy Chief of the Air Staff

Dispatched  
15 Nov 1945  
AAG

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C-11/10/45

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DDO ITR  
8 Jan. & 20 June 1974  
By: *ALL/MLL* L.C. Date: 10-7-76

Semi-Monthly Requirements and Status Report - 58th Bombardment Wing

Assistant Chief of Air Staff, Personnel 13 Nov 1943  
Chief of the Air Staff 1  
MAL:je 5265

1. The following pertinent extract from the Semi-Monthly Requirements and Status Report, submitted by the 58th Bombardment Wing under date of 3 November 1943 is quoted below:

"Although 60% of the combat crew personnel was on hand October 31, the Wing has no complete combat crews because of a complete lack of radar specialists, and a disproportionate shortage of certain other specialists. Based on the expected flow of personnel, this situation will be greatly improved by December 1, at which time approximately 95% of the crew personnel and 60% of the complete crews will be on hand."

Dispatched  
15.1.1943

MILLARD A. LIBBY  
Colonel, G. S. C.  
Secretary of the Air Staff

*ALL 452.1 (1097) C*

*File  
21/11/43*

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*Air 452.1 (1097) C*

~~RECLASSIFIED~~

DECLASSIFIED  
DDO ITR  
8 Jan. & 20 June 1974  
By: *ALL/MLL* L.C. Date: 10-7-76

Semi-Monthly Requirements and Status Report - 58th Bombardment Wing

Assistant Chief of Air Staff, Materiel, Maintenance and Distribution 14 Nov 1943  
Chief of the Air Staff 1  
MAL:je 5265

1. The following pertinent extracts from the Semi-Monthly Requirements and Status Report, submitted by the 58th Bombardment Wing under date of 3 November 1943 are quoted below:

"The number of B-29 aircraft on hand (23 as of October 31) is considerably lower than the total of 40 required to meet the desired training and modification programs for the month of November. During the month of October actual production amounted to 6 aircraft compared to an estimated production of 18. If the actual October production had equaled the estimated October production, neither November training nor November modification would have been seriously affected.

"The shortage of Central Fire Control Equipment continues to be a critical factor limiting the operations of this Wing. 121 sets or 80% of the fire control equipment was required as of October 31--only 18 partially completed sets of the equipment were on hand."

2. Your comments reference the foregoing are desired by the Chief of the Air Staff.

Dispatched  
15.1.1943

MILLARD A. LIBBY  
Colonel, G. S. C.  
Secretary of the Air Staff

*ALL 452.1 (1097) B*

*File  
21/11/43*

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*Air 452.1 (1097) B*

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

DECLASSIFIED  
DOO ltrs.

8 Jan. & 20 June 1974  
By ALJ/HUC; Date 10-7-76

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON  
AFRIB/T&T

<b>SECRET</b>	
By Authority of	
The Commanding General	
of the Army Air Forces	
NOV 12 1943	<i>Ref</i>
DATE	INITIALS

*Noted*  
*C*

MEMORANDUM FOR GENERAL CRAIG:

Subject: Status of the Combat Crews of the B-29 Project

1. The status of the combat crews of the B-29 Project as of this date shows a complete lack of complete crews, due primarily to the lack of training equipment for radar specialists and central fire control specialists.

2. From the standpoint of radar personnel, sufficient personnel will be on hand in the 58th Bombardment Wing by 1 December 1943, to complete 95% of the crew personnel requirements, but will still not be completely trained on their equipment, therefore preventing their inclusion into combat crews. This need is being met by sending the first available set of equipment for training purposes, APQ-13, which will be available in December, to the 58th Bombardment Wing with instructors from the radar school at Boca Raton to complete their training on the job. The same is true of the central fire control specialists. General Electric cannot supply the complete sets of computers until 31 December. In the meantime, gunnery training is being completed on single parallax computers, while the training requirement calls for operation with both double and single parallax computers. The personnel requirements will be within 95% of being met by 1 December. The training deficiencies will, however, allow only 60% of the combat crews to be formed.

3. An officer from this office has been in the 58th Bombardment Wing during the past week, checking into the deficiencies and setting up sufficient data to accurately monitor this program, and by 1 December much more accurate information on the status of the project will be available.

For the Commanding General, Army Air Forces:

*O.P. Wetland*  
O. F. WETLAND

Brig. Gen., U. S. A.  
Acting Deputy Asst. Chief of Air Staff  
Operations, Commitments and Requirements

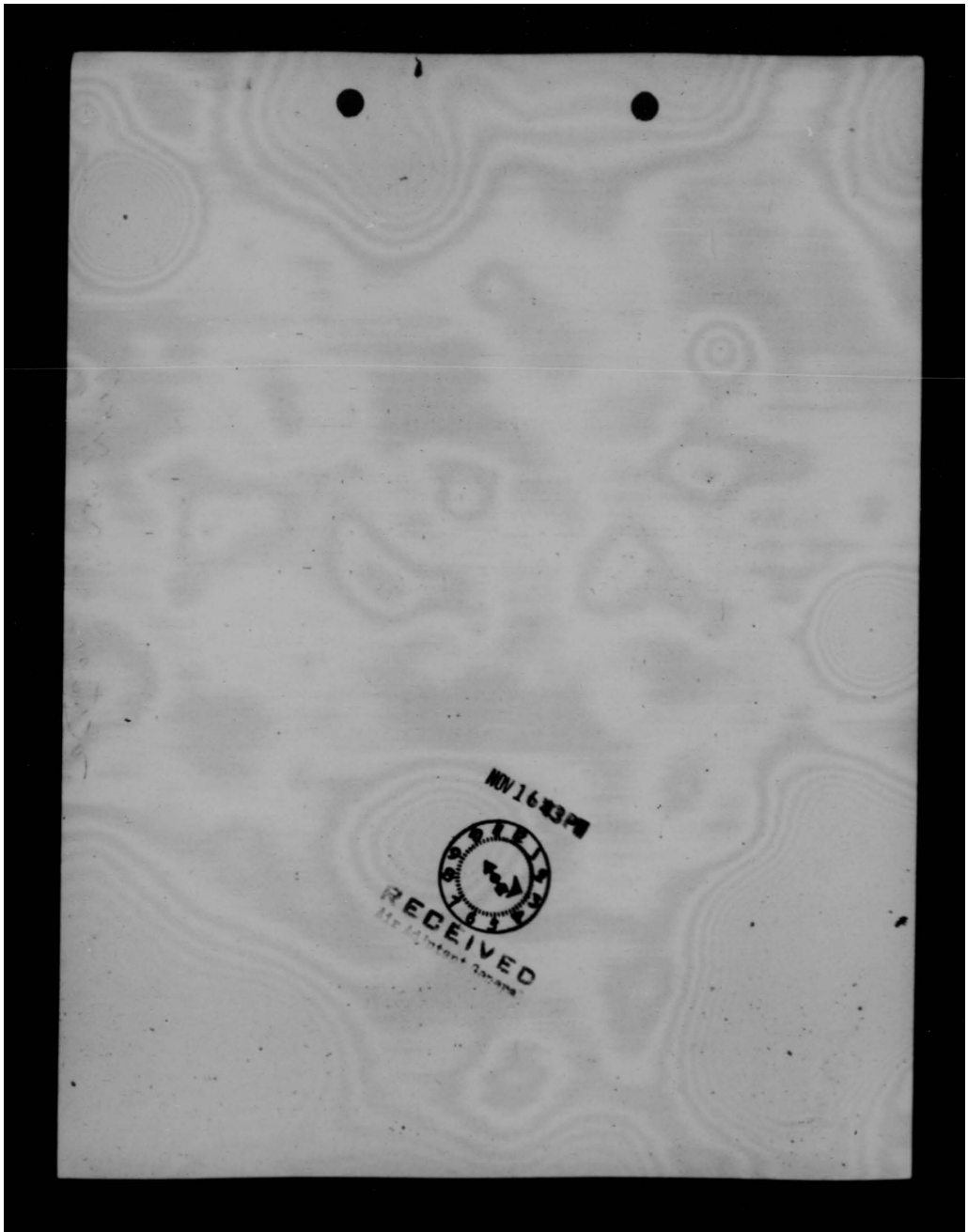
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000 ltrs

8 Sep. & 20 June 1974

By ALH/HHC Date 10-7-76

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF

SUBJECT: Message No. 239 from NMBD to ADO  
Reference P-51's

1. Change in block allocations between Britain and the Army Air Forces was made to reduce modification necessary and expedite final delivery. Original block allocation of P-51B's produced at Inglewood for the British were equipped with extra tanks which were to be removed prior to delivery to the British. Original block allocation of P-51G's to the Army Air Forces from Dallas production required addition of similar tanks which are not included in factory line. The exchange of the respective blocks was deemed economical and advantageous to all concerned.

O. F. HEYLAND,  
Brig. Gen., U.S.A.  
Acting Deputy Asst. Chief of Air Staff,  
Operations, Commitments & Requirements.

*Handwritten:* OADR 458.1 1094

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DOD 1975

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By *Att/1111* 10-7-76

~~CONFIDENTIAL~~

12 NOV 1943

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Elimination of Certain Models of Aircraft.

1. In furtherance of General Arnold's general policy to eliminate insofar as practicable certain less desirable models of aircraft, this office has recently taken action to reduce the number of A-24's from the Douglas Tulsa plant by five hundred eighty-five (585) airplanes.

2. This reduction of A-24's will not only help out a tight situation on R-1820 engines but will materially aid the A-26B production picture in that facility.

B. E. MYERS,  
Brig. General, U.S.A.,  
Deputy Asst. Chief of Air Staff,  
Material, Maintenance & Distribution.

*Noted by Ken Kille*

*452.1 (1092)*

*File  
ce 11/10/43*

~~CONFIDENTIAL~~

*452.1 (1092)*

~~CONFIDENTIAL~~

DECLASSIFIED  
DDO Int.  
8 Jan 6 20 June 1978  
by Blk/111/AC Date 10-7-76

17 NOV 1943

MEMORANDUM FOR COL. M. A. LIBBY, SECRETARY, AIR STAFF  
(Room 3E-1027)

SUBJECT: TP-59A Airplanes - Purchase Order 040 -  
Delivery to Navy

In accordance with your routing slip dated 13 November  
1943, there is attached a recommended reply to letter from  
Admiral Davison relative to the subject matter.

B. K. MEYERS, BRIG. GEN., U.S.A.,  
Deputy Asst. Chief of Air Staff,  
Material, Maintenance & Distribution.

Incl.  
Undated Mil. Ltr. to  
SurAcr written 11/17/43  
for signature

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E.O. 13526  
4 Jan 8 27 Jan 1978  
By SA/SP/1812 AC/DMC/10-7-76

Written 17 Nov 1943

XP-59 Airplanes - Purchase Order 040 -  
Delivery to Navy

18 NOV 1943

Bureau of Aeronautics,  
Navy Department,  
Washington, D. C.

Attention: Rear Admiral Ralph Davison

1. As requested in your letter dated 1 November 1943, Reference No. Aer-B-11-JUN, same subject, XP-59A airplanes Nos. 8 and 9 will be delivered in a crated condition to the Navy at Naval Air Station, Patuxent River, Maryland.

2. The Materiel Command, Wright Field, Dayton, Ohio has been directed to make the necessary shipping arrangements and to advise the Bureau of Aeronautics of the shipping dates when available.

For the Commanding General, Army Air Forces:

Signed

W. H. CRAIG,  
Brig. General, U.S. Army,  
Acting Deputy Chief of Air Staff

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Copies furnished - office of signature  
AC/AS, MWD

AFDMA-2 RCR/maw/JFF/ea 6064

AFDMA-1

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*Stamp:* Disposition 18 NOV 1943

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Modification to B-29 Airplane

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DOO ITR  
8 Jan. & 20 June 1974  
By ALH/itt/c. Date 10-2-76

TO: AG/AS, OCAR  
FROM: Deputy Chief of Air Staff

DATE 16 Nov 43

COMMENT NO. 2  
ESP/eva/6371

Any modifications to the B-29 are up to General Wolfe.

1 incl n/c

Dispatched  
16 NOV 1943  
AAG

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

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1099

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ex 11/16/43  
As 452.1 (1099)  
Air Staff

**CONFIDENTIAL**

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

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DECLASSIFIED  
000 RFS  
8 Jan & 20 June 1974  
By ALH/HH AC Date 10-7-76

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

9 November 1943

MEMORANDUM FOR CHIEF OF AIR STAFF:

Subject: Fighter Aircraft Range Extension Program

Transmitted herewith for your information is a brief statement of the status of the subject program together with a comprehensive statement of the plan for supplying all theaters with the requisite modification kits and jettisonable fuel tanks.

*B. E. Meyers*  
B. E. MEYERS  
Brig. General, U. S. A.  
Deputy Asst. Chief of Air Staff  
Materiel, Maintenance & Distribution

1 Attachment  
Pamphlet-Fighter Aircraft  
Range Extension

*Giles*  
*452.1*  
*1080*

*Study retained by Gen. Giles*  
*File*  
*mar*  
*11/13/43*



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DDO Hqs.

8 Jan. & 20 June 1974  
By ALH/HH UC Date 10-7-76

Estimated Delivery of Aircraft in January - 1944.

AC/AS, M M & D; Allocations Distribution Control Branch

The Chief of the Air Staff

1  
DSB:mnh:71225

1. In view of the fact that 1944 allocations of aircraft from U.S. production are currently under review and may not be determined in time to schedule January deliveries in accordance therewith, there is attached hereto a tentative schedule which it is desired shall be followed in planning January production.

2. This schedule of estimated deliveries is not to be considered as an allocation. It is to be used only as a guide in scheduling the flow of special equipment, such as radios, for installation in aircraft destined for foreign recipients; and in planning the use of modification facilities to handle these aircraft.

3. January deliveries effected in accordance with this schedule will be considered to apply against 1944 allocations when determined.

Dispatched  
11 Jan 1943  
AAG

1/Incl - "Est. Delivery  
Schedule - Jan-  
uary - 1944"

BARNETT M. GILES,  
Major General, U.S.A.

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*As Ab 432.1 (1934)*

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DDO Hqs.

8 Jan. & 20 June 1974  
By ALH/HH UC Date 10-7-76

ESTIMATED DELIVERY SCHEDULE

JANUARY 1944

<u>TYPE AND MODEL</u>	<u>NATION</u>	<u>Estimated Deliveries for January 1944</u>
Heavy Bomber 4-E Long Range B-29	A.A.F.	31
Heavy Bomber 4-E B-17	A.A.F. Britain	433 2
B-24	A.A.F. Sov Britain	617 30 50
Medium Bomber 2-E B-25	A.A.F. Sov Britain Russia China N.E.I.	195 20 20 25 4 6
B-26	A.A.F. Britain French	140 50 20
Light Bomber 2-E A-20	A.A.F. Britain Russia	130 20 100
A-26	A.A.F.	7
A-30	Britain	60
Light Bomber 1-E A-24	A.A.F. New Zealand	- 33
A-25	A.A.F. Australia	- 110
A-35	Britain Australia	30 50

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<u>TYPE AND MODEL</u>	<u>NATION</u>	<u>Estimated Deliveries for January 1944</u>
Fighters 2-E P-38	A.A.F.	300
P-61	A.A.F.	12
Fighters 1-E P-39	A.A.F. Russia (US) French	130 250 20
P-40	A.A.F. Australia China	240 40 20
P-47	A.A.F. Britain French	500 20 30
P-51	A.A.F. Britain	225 120
Heavy Transport 4-E C-54	A.A.F. Navy	10 3
C-57	A.A.F.	21
Heavy Transport 2-E C-46	A.A.F. Navy	33 5
Medium Transport C-47	A.A.F. Navy Britain Russia China	125 20 50 20 5
Light Transport 2-E UC-45	A.A.F. Navy Britain	35 5 10
UC-78	A.A.F. French	190 10

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<u>TYPE AND MODEL</u>	<u>NATION</u>	<u>Estimated Deliveries for January 1944</u>
Light Transport 1-E UC-43	Navy Britain Brazil	5 15 5
UC-61	A.A.F. Britain	- 40
UC-64	A.A.F.	32

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DDO Hqs.  
8 Jan. & 20 June 1974  
By ALH/HH/c, Date 10-7-76

8 November 1943.

MEMORANDUM FOR MAJOR GENERAL B. H. GILES:

Subject: Estimated Delivery of Aircraft in January - 1944

1. This R & R has been prepared for your signature upon the recommendation, and with the approval of Brigadier General Jamison.
2. It is designed to provide the Assistant Chief of Air Staff, H H & D, with a schedule of estimated deliveries of aircraft in January - 1944 which may be applied against 1944 allocations where determined. This is necessary in order to avoid confusion in production and modification centers during January, but formal action by the Munitions Assignments Committee (Air) is not deemed essential at this time.
3. The U.S. Navy is scheduling January deliveries in a similar manner pending final determination of 1944 allocations.
4. It is recommended that you sign the attached R & R.

*Handwritten notes:*  
C.R.S. 452-1  
1084

D. S. BLOSSOM,  
Major, G.S.C.  
Secretary

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DOO ITS  
8 Jan. & 20 June 1974  
By: ALH/MLC/Daw/EO-7-76

MUNITIONS ASSIGNMENTS COMMITTEE  
(AIR)  
WASHINGTON

8 November 1943.

MEMORANDUM FOR MAJOR GENERAL B. M. GILES:

Subject: Estimated Delivery of Aircraft in January - 1944

1. This R & R has been prepared for your signature upon the recommendation, and with the approval of Brigadier General Jamison.
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3. The U.S. Navy is scheduling January deliveries in a similar manner pending final determination of 1944 allocations.
4. It is recommended that you sign the attached R & R.

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D. S. BLOSSOM,  
Major, G.S.C.  
Secretary

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CLASSIFICATION CHANGED FROM  
CONFIDENTIAL TO SECRET  
BY AUTHORITY OF:

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8 Jan. & 29 June 1974  
By MAJ/WH AC, DASH (C-7-74)

TO: Deputy Chief of the Air Staff (General Hall).

10 Nov 1943.  
Commat 2.  
JFF (ush 71050.

FROM: AG/AS, Operations, Commitments & Requirements.

1. The policy for return of aircraft is outlined in letter dated 29 September, subject: "Return of Obsolete, Battle Damaged and Otherwise Unusable Aircraft and Air Force Equipment to the United States," copy of which is attached. This letter was supplemented by a book message to all overseas Air Force Commanders, dated 1 November, paraphrase attached.

2. With reference to the return of aircraft which by virtue of flight limitations or battle damage necessitate water shipment, Air Service Command has informally advised that it is inadvisable to contemplate use by domestic training organizations of such aircraft that cannot be returned in a flyable condition on a carrier vessel due to the limitations on the crating facilities in the overseas theatres, the present condition of crating facilities and the spare parts situation in the United States for the types of airplanes being returned. This problem is presently under consideration by AG/AS, OCAF, Requirements Division.

Incl. (2)  
1-Ltr dtd 29 Sept '43.  
2-Paraphrase of cable.

O. P. WYLAND,  
Brig. Gen., U. S. A.,  
Acting Deputy Asst. Chief of Air Staff,  
Operations, Commitments & Requirements.

Coordination  
AFVCS  
AFVCS-1

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cc 11/18/43  
AG/AS 452-1 1002*

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TO: Deputy Chief of the Air  
FROM: AC/AS, Operations, Command

1. The policy for return  
jects: "Return of Obsolete, Battle  
Equipment to the United States,  
by a book message to all overseas  
attached.

2. With reference to the  
or battle damage necessitate war  
that it is inadvisable to export  
aircraft that cannot be returned  
limitations on the existing facilities  
erection facilities and the spare  
airplanes being returned. This  
Requirements Division.

Incl. (2)  
1-Ltr dtd 29 Sept '43.  
2-Paraphrase of cable.

Coordination:  
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8 Jan. & 30 June 1974  
By ALM/MLIC Date 10-7-76

Return of Aircraft from Overseas

AC/AS, Operations, Commitments & Requirements

10 Nov 43

Deputy Chief of the Air Staff (General Hall)

REF/ee/73691 1

General Hall would like to have a statement by endorsement hereon outlining in detail the procedure followed in returning aircraft from overseas. He has reference to aircraft that is damaged to such an extent that it cannot fly or small type aircraft that cannot make the return trip by air.

Dispatched

10 Nov 1943

AMG

ROBERT H. HARPER  
Lt. Colonel, Air Corps  
Asst Secretary, Air Staff

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DOU #175  
8 Jan. & 30 June 1974  
BY NA/HLIC Date 10-7-76

KBW/33g

Smoky Hill Army Air Field,  
Salina, Kansas,  
20, September 1943

SUBJECT: Operation of XB-29 Airplane 41-18335  
At Eglin Field, Florida.

TO: Commanding General,  
Army Air Forces Proving Ground Command,  
Eglin Field, Florida.

1. Herewith attached copy of 58th Bombardment Wing orders covering the gunnery test of XB-29 airplane 41-18335.

2. Reference is made to conference held at Eglin Field 6 June, 1943, attended by General Echols, General Giles, General Gardner and the undersigned, and verbal instructions issued during this conference.

3. The Chief of M.M.& D. Hq. Army Air Forces, and the Chief of the Material Command have advised the 58th Bombardment Wing that detailed instructions have been issued covering the scope of the firing test.

4. It is understood that flight personnel of the 58th Wing will perform flight missions as prescribed by the Material Command.

5. It is requested that any conflict of instructions or interpretations of test requirements be coordinated between the Material Command and the Assistant Chief of Staff, A-3 of this Headquarters.

6. Inasmuch as the combat training of the 58th Wing is dependant at this time upon the maximum amount of transition flying available from a limited number of airplanes, it is desired that XB-29 Airplane 41-18335 be returned to the 58th Bombardment Wing as soon as the specified tests are completed.

7. You are advised that very specific instructions have been issued by the Commanding General, Army Air Forces covering the confidential classification of the airplane and the prohibition of demonstration flights, and inspection of the airplane and its equipment. It is recommended that in the event you are not supplied with those instructions you

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request copies of such instructions from Major General Giles. For your information, military personnel, other than U. S. Army, have not been authorized flights, inspections or possession of technical orders, hand books, etc.

Incl.

K. B. WOLFE,  
Brig. General, U. S. A.,  
Commanding.

~~CONFIDENTIAL~~ - 2 -

~~CONFIDENTIAL~~

ECASWFE

KBW/jjk

Soaky Hill Army Air Field,  
Salina, Kansas  
20, September 1945

SUBJECT: Orders governing operation of  
XB-29 Airplane No. 41-18355.

TO: Lt. Col. Paul W. Tibbets,  
Airplane Commander,  
XB-29 No. 41-18355

1. XB-29 airplane No. 41-18355, commanded by Lt. Col. Paul W. Tibbets, O-561715, will proceed from Marietta Army Air Field, Marietta, Georgia to Army Air Forces Proving Ground Command, Eglin Field, Florida, as soon as practicable for the purpose of conducting gunnery firing tests.
2. In compliance with instructions from Assistant Chief of the Air Staff, Materiel, Maintenance and Distribution, personnel of the 58th Wing will conduct flight tests as prescribed in letters of instruction from the Command General, Army Air Forces Materiel Command to the Commanding General, Army Air Forces Proving Ground Command.
3. Lt. Col. Tibbets will be furnished detailed instructions by a project officer from the Armament Section, Army Air Forces Materiel Command.
4. Flights directly connected with gunnery tests only are authorized; no transition or instructional flights will be given.
5. The Commanding General, Army Air Forces Proving Ground Command will authorize a limited number of Proving Ground Command personnel to accompany these flights, made in conjunction with designated gunnery tests.

- 1 -

6. A weekly report will be submitted by Lt. Col. Tibbets to this Headquarters which will contain a summary of the week's operation of the airplane - to include report of airplane and engine mechanical difficulties, number of flights daily, and the flying time per flight.

K. B. WOLFE  
Brig. General, U. S. A.,  
Commanding.

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Stabilization of Modification Center Lines

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DATE 03/11/81 BY SP4  
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Deputy Chief of the Air Staff

27 November 1943  
Comment No. 2  
Colonel Boushey/mf-71406

Asst C/AS, Operations, Commitments & Requirements

1. With reference to basic communication from General Spurne, it is noted that of the six combinations listed, only two are under the jurisdiction of the Army Air Forces. These two are necessary since one installation provides a 75mm cannon while the other does not.
2. Reference Paragraph 2, Comment No. 1, for the past thirty days all Branches in the Requirements Division have been revising and compiling an ~~update~~ modification list for each presently active airplane. A sample list for the B-25H is attached hereto.
3. Attention is invited to the fact that variations from one standard model are due to ferrying requirements or theater communication demands.
4. Different modification combinations are being held to the absolute minimum and are only authorized when use of "standard" aircraft is not feasible, or when tactical employment requires special features.

2 Incls  
(Added) Incl #2-Modif  
List for B-25H

WILLIAM F. McKEE  
Colonel, Air Corps

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DOD 1875  
8 Jan & 20 June 1974  
By: N/A/HH/UC Date: 10-7-76

Stabilization of Modification Center Lines

AC/AS, Operations, Commitments & Requirements

12 Nov 43

Deputy Chief of the Air Staff

JRB/ee/73691<sup>1</sup>

1. Attached is a study presented by the Deputy Assistant Chief of Air Staff, Material, Maintenance and Distribution, on the subject, Stabilization of Modification Center Lines.

2. Please furnish for my information your comments on the recommendation contained in paragraph 5, page 2.

H. A. CRAIG,  
Brig. General, U.S. Army,  
Acting Deputy Chief of Air Staff

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8 Jan. & 20 June 1974

By Alta/Hitic, Date 10-7-76

Camouflage Paint

General Meyers

Chief of the Air Staff

6 Nov 1943

1

Confirming telephone conversation this date between General Arnold and General Giles, camouflage paint will not be placed on the B-29.

Cy to:  
General K. B. Wolfe  
O.C.A.R.  
Advisory Council

H. A. GRAH,  
Brigadier General, U.S.A.,  
Acting Chief of the Air Staff.

*Handwritten: OAG 458-1*

TO: Chief of the Air Staff

Date 8 Nov 43

FROM: Deputy AC/AS, MM&D

COMMENT NO. 2

Directive to comply with these instructions was issued to Materiel Command on November 6th as a result of advance information by telephone. The Washington representative of the Boeing Aircraft Company was also notified this date.

B. E. MEYERS,  
Brig. General, U.S.A.,  
Deputy AC/AS, MM&D.

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8 Jan. & 20 June 1974

By Alta/Hitic, Date 10-7-76

Camouflage Paint

General Meyers

Chief of the Air Staff

6 Nov 1943

1

Confirming telephone conversation this date between General Arnold and General Giles, camouflage paint will not be placed on the B-29.

Cy to:  
General K. B. Wolfe  
O.C.A.R.  
Advisory Council

H. A. GRAH,  
Brigadier General, U.S.A.,  
Acting Chief of the Air Staff.

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7 NOV 1943

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Doc. No. 100  
8 Jan. & 20 June 1974  
By: ALM/MLC, Date: 10-7-76

(written 2 November 1943)

6 NOV 1943

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF: (Through General Perrin)

Subject: Fighter Airplane Range Extension (Report No. 5)

1. There follows a current status report of progress in extending the radius of action of P-38J, P-47B and P-51B and C airplanes. This report is the fifth of a series initiated 7 September 1943 at your direction.

a. P-38J - An initial supply of ten P-38J leading edge tank kits is being shipped by Air Freight to U. K. 1 and 2 November. An additional supply of thirty will be delivered by the same means during the weeks ending 20, 27 November and 4 December. Concurrent surface vessel shipments will be begun week ending 27 November to a total quantity of 145, which meets U.K.'s requirements plus 20% spares.

A total of 371 P-38J airplanes destined for the Eighth Air Force is to be modified to incorporate the leading edge tank at Love Field as rapidly as deliveries are made thereto from the factory. Modification of the first two airplanes has been completed and the aircraft delivered to Newark.

Kit requirements of other theaters will be met by shipments immediately succeeding those scheduled for the Eighth Air Force.

b. P-47B - As of 1 November, 41 wing tank adapter kits had been delivered to U. K. Air Freight shipments continue at the rate of 60 per week to a total of 390. Concurrent shipments by surface vessel movement will insure an uninterrupted flow of kits to U.K. in accordance with the required rate.

Air and water shipments are scheduled to meet the requirements of the Fifth Air Force. The requirements of other theaters will be met in immediate succession.

c. P-51B and C - The first three 85-gallon fuselage tank kits have been flight-delivered to U. K. An additional 40 flight-delivered to Newark are now being loaded for boat shipment. A total of 75 kits is to be flown to U. K. at the rate of 25 per week ending 20 November. Simultaneous boat shipments at the rate of 35 per week assure a steady flow of kits to U. K. at the desired rate.

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Memo to Chief of Air Staff

Page Two

Modification of P-51B and G airplanes destined for Eighth Air Force is going forward in the Bell and Curtiss modification centers at Buffalo. Sufficient kits are now on hand to assure the steady progress of work on schedule.

2. The status of jettisonable fuel tanks for use with the three airplanes discussed in paragraph 1 is reported below:

a. 75 gallon metal tanks - Now in U. K. or enroute thereto are sufficient tanks to satisfy stated requirement through December 1943. Additional shipments out of existing stocks and out of resumed production will be made at a rate sufficient to meet all stated requirements and to furnish necessary reserves.

b. 75 gallon leak-proof tanks - Production of these is scheduled to start 18 December and will reach the desired rate of eight per day by 22 January 1944.

c. 100 gallon paper tanks - First production by Clapp Paper Corporation is estimated to be available about 18 December and will build up rapidly toward the end of January 1944. Development of a metal tank of this approximate capacity and designed for wing suspension is now going forward. Every effort will be made to secure initial production by 1 January 1944.

d. 115 gallon metal flat-top tanks - Initial shipments of this article to U. K. are scheduled for 6 November 1943. It is expected that between 2500 and 3000 will have been delivered to Newark for shipment to U. K. by the end of November. Production from November forward will be sufficient to meet requirements.

e. 150 gallon paper tanks - This article is still undergoing development.

f. 150 gallon leak-proof tanks - This article is now in production and will reach the required rate of 20 per day during the first week in January 1944. The first 100 of these tanks have been allocated to the Eleventh Air Force. Twenty five of this quantity have been delivered; an additional 31 are enroute.

g. 150 gallon metal flat-top tanks - Because of the accelerated production and delivery of P-47 wing adapter kits which make possible the use of a standard Leekhood tank and because of expected deliveries of the 115 gallon flat-top tank, the requirements for this large size belly tank are lessening. The original quantity of 20,000 will, however, be produced as a stand-by measure to meet presently unforeseen requirements.

h. 150 gallon metal Leekhood type tanks - A total quantity of 5,147 of these is enroute to U. K., which is slightly in excess of the requirements stated in Cable H1383 (which reported the results of the

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Memo to Chief of Air Staff

Page three

Schminfurt Raid). Shipments to meet requirements of all theaters will be made during the month of November and thereafter.

RWJ/cmw/6210  
AFIMA-4D

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8 Jan & 20 June 1974  
By SP-1/HLL/AC Date 10-2-76

Grounded Tactical Airplanes in the United States.

AC/AS, Materiel, Maintenance & Distribution.

3 November 43

Chief of the Air Staff.

1  
MAL/mcg/5265

1. General Arnold has noted the Air Service Command Control Room statistics relative to grounded tactical airplanes in the United States as reflected in the attached copy of Air Service Command Weekly Activity Report #37. It will be observed that General Arnold has directed General Perrin to have some action taken to correct the situation as stated.
2. It is directed that a report of action taken to remedy the condition be made by comment hereon.
3. It has been observed in this office over a considerable period of time that about the same number of aircraft are continually grounded. The increases and decreases over a long period of time have only been in the matter of 1 or 2% either way.

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

Att: ASC Report #37.

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3 NOV 1943  
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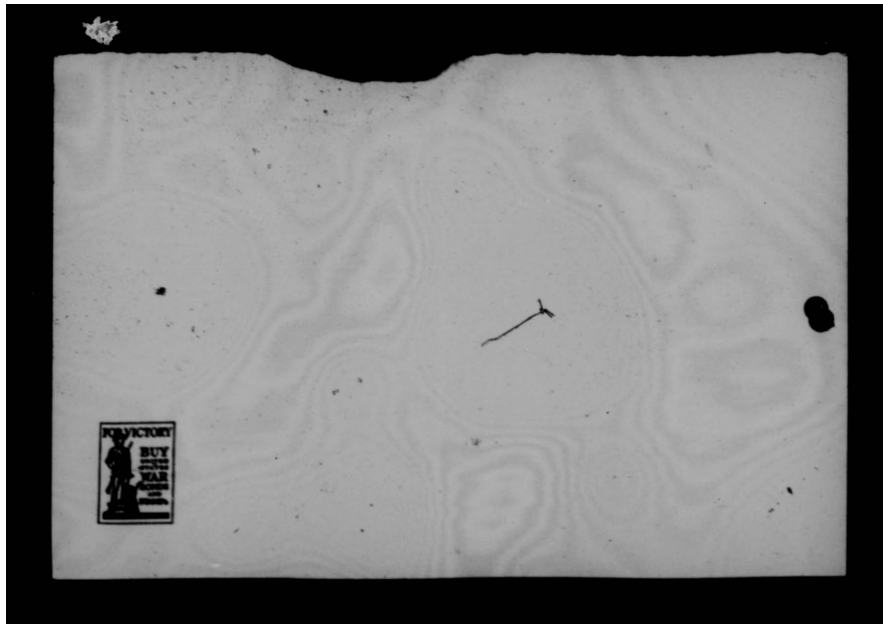
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452-1 (1073)

11/6/43  
Gen Craig:  
Can you have  
prepared for Gen  
Arnold's return a  
chart showing  
the actual requirements  
of the training  
Establishment from now  
until July 1st, 1944  
13M4"

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8 Sep 6 20 1000 1000  
By AL-1/11/88 DAW/ES-3-76

AFRAL  
Lt. Col. J. J. O'Shea  
6109  
3D 1022  
Written 10/27/43  
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MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Shortage of Heavy Bombardment Aircraft in the Training Establishment.

1. At a meeting 14 October 1943, Mr. Lovett made the statement that there was a shortage of two hundred thirty-three (233) B-24 aircraft and thirty-two (32) B-17 aircraft in the Heavy Bombardment OTU, RTU establishments. He further stated that it had been brought to his attention that as long as these shortages existed the domestic Air Forces would not be capable of properly training either the new Heavy Bombardment Groups, now undergoing training, or the combat crews required as replacements. He suggested that steps be taken to eliminate these shortages.

2. Based on the overall Heavy Bombardment aircraft requirements of the Training establishment, as submitted by the AC/AS, Training, 22 October 1943, it is estimated that the total requirement for B-17 aircraft will be met 1 November 1943. There will, however, be a shortage of four hundred fifty-four (454) B-24 aircraft to meet the stated requirement on 1 November 1943. This shortage will be distributed among the various schools, as follows:

B-24 OTUs and RTUs	60
B-24 4-Engines Schools	65
Gunnery, Bombardier Schools	295
Technical Schools	<u>34</u>
Total Shortage	<u>454</u>

*878*  
*452/1072*

3. It is estimated that the total stated B-24 requirement will not be met until April 1944. The shortage of sixty (60) B-24's in the OTU, RTU establishments, however, will be met by the first of December, 1944.

4. Heavy Bombardment aircraft allocation charts, based on the estimated number of B-24's becoming available to the Army Air Forces, will not, at this time, permit additional B-24 allocations to be made to Training without interrupting the flow of replacement aircraft scheduled to maintain a 50% reserve for B-24 units now in combat.

COPY FOR CG AAF

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~~CONFIDENTIAL~~

Memorandum for Chief of Air Staff

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DDO DIO

8 Apr 6 20 June 1978

By ALH/HAC Date 10-7-76

5. Mr. Lovett stated that he believed General Arnold would approve the maintenance of less than a 50% aircraft reserve in units in active theaters if necessary to meet training requirements.

6. In view of Mr. Lovett's suggestion, information is requested as to whether any relaxation in the policy of maintaining a 50% aircraft reserve in units in active theaters is authorized in order to meet the stated requirements of the AC/AS, Training, for B-24 aircraft.

MERVIN K. GROSS,  
Brig. Gen., U. S. A.,  
Deputy Assistant Chief of Air Staff,  
Operations, Commitments and Requirements.

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As AS 452 1 (103)

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DOO and  
8 Jan. 20 1976  
By ALH/llh Date 10-7-76

4 NOV 1943

Mr. C. E. Wilson  
War Production Board  
Washington, D. C.

Dear Mr. Wilson:

This will acknowledge your letter of 25 October in connection with our conversation on the general airplane production situation and the particular question of whether cost-plus-a-fixed-fee contracts lend themselves to abuse through hoarding of labor and general inefficiency on the part of factory management. As you know, I am very much interested in this subject, and my staff has given a lot of time to the investigation of this very much discussed, and in my opinion, misunderstood cost-plus-a-fixed-fee method of procurement.

In the first place, I should like to make this general observation, namely that the public in general and some government personnel do not distinguish between cost-plus-a-fixed-fee contracts and cost-plus-a-percentage-of-cost contracts.

It recently came to the attention of a member of my staff that a War Labor Board adjuster, whose duty it is to hear labor complaints in the factories, did not realize that cost-plus-a-fixed-fee contracts implied anything but cost-plus-a-percentage-of-cost. Also, the public does not realize that the government makes an honest effort to supervise these contracts and makes a rather detailed audit of the costs involved. It is doubtful whether any educational program along this line would be of value in bringing the true condition to the attention of the public. Another observation, generally accepted by the procurement officers as correct, is that the alleged hoarding of labor and general inefficiency of management is no more prevalent in cost-plus-a-fixed-fee contractors' plants than it is in fixed-price contractors' plants. As a matter of fact, many of the cost-plus-a-fixed-fee contractors also have fixed-price contracts on which they are engaged concurrently.

These observations are not, of course, sufficient in themselves to justify the present general practice of awarding cost-plus-a-fixed-fee contracts. I do believe, however, that the following will give you an idea of why it is very difficult to initially award fixed-price contracts and why it is practically as difficult to later convert cost-

Handwritten notes on the right margin: "LWM 452.1" and "1070" circled.

DECLASSIFIED

cc: Office of Signature ~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

plus-a-fixed-fee contracts. It has been the definite policy of the War Department to limit the use of cost-plus-a-fixed-fee contracts as such as possible and this policy has been reemphasized from time to time by the issuance of directives by the Under Secretary of War. Early this year the Under Secretary met with the procurement officers of the Army Air Forces and a representative number of aircraft manufacturers at Wright Field and requested that everyone concerned give serious thought to the possibility of converting cost-plus-a-fixed-fee contracts to fixed-price. But an intensive effort by the Air Forces since that time has resulted in converting only one important contract, and that was not airframe. The following major points are stated as obstacles to conversion but no attempt has been made to arrange them in sequence of importance since it is believed that this might vary with different contractors:

(a) The long period of performance (in some cases as such as two years), fluctuation in rate of production due to strategic necessity, changes in design due to military experience, are factors which make it almost impossible to fix prices without heavy contingency allowances or constant adjustments.

(b) With the tremendous expansion necessary to meet production demands, management has been in many cases spread so thin that it is either unable or unwilling to divert time and energy to computation of close prices or to periodic repricing at predetermined intervals.

(c) The manpower situation and the greatly expanded activities of the contractors at the same time that trained accounting personnel are being called into military service make it very difficult for contractors to maintain a cost system which will meet the requirements of close pricing. As implied in (b) above it is hard to get contractors to divert time and energy to the periodic repricing on say a four or six months basis. The lack of cost information and accounting personnel qualified to consider this matter both in the Air Forces and on the contractor's staff render this method of fixed-price contracting of little value.

(d) Many of the airframe contractors have so little previous experience with production of their present models or depend so heavily on subcontractors similarly lacking in experience, that they are unable to estimate their costs with reasonable accuracy.

(e) Many of the contractors have only moderate amounts of capital but are doing an enormous volume of business totally disproportionate to their capital, and are entirely unwilling to assume the risks inherent in the fixed price contract for fear that even small errors might ruin the company entirely.

(f) The instability of labor conditions in certain areas involving heavy turn-over, shortages in personnel, large training costs and low efficiency makes estimates of labor costs extremely uncertain.

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(g) Indefinite results of sudden termination of contracts which cause contractors to include in fixed-price estimates contingencies for loss on inventory and loss due to delay in settlement of the claims arising out of termination. This matter is now receiving consideration of Congressional Committees with a view to appropriate legislation to insure that fixed-price contractors and fixed-price subcontractors will receive financial assistance where necessary due to termination or readjustment of contracts.

In consequence of these and other factors most of the airframe contractors either refuse to consider a fixed-price basis or insist on such large allowances for contingencies that a fixed-price contract would resolve itself into cost-plus-a-percentage-of-cost through operation of the renegotiation act. This would obviously eliminate any presumed advantage of a fixed-price contract over a cost-plus-a-fixed-fee contract.

I appreciate the opportunity of giving you a picture of the situation as it appears to the Army Air Forces and I assure you that every effort is being made to eliminate the factors which tend to promote inefficiency in aircraft production taking in consideration at all times, however, the urgency of the military factors involved.

Sincerely yours,

Gen. H. H. Arnold

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

Disseminated  
4 NOV 1945  
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DOO lrs  
8 Jan. & 20 June 1974  
By: ABJ/HIL AC, Date: 10-7-76

WAR PRODUCTION BOARD

WASHINGTON, D. C.

October 25, 1943

General H. H. Arnold  
3 E 1009 Pentagon Building  
Washington, D. C.

Dear General Arnold:

Supplementing our conversation today on the general airplane production situation, and with particular reference to the question of the poor degree of efficiency of some of the operations we discussed, there is a very widespread belief that the alleged hoarding of labor, slowness on the part of management to promote general efficiency in its productive efforts, etc., are fundamentally chargeable to the rather general practice of granting the airframe companies cost-plus-fixed-fee contracts.

When I was last on the Pacific Coast, I was surprised to find that the general public was of the opinion that this type of contract was the root of the evil. This was evidenced by numerous telephone calls from employees of the airframe plants and others, on learning that I was in the district for the purpose of dealing with the labor shortage situation.

I realize the inherent difficulty of fairly establishing fixed prices on airplanes which are just going into production or have been subjected to radical design changes, but on the other hand I am also inclined to believe that there are numerous types of planes which have been in production for considerable periods, where the cost-plus-fixed-fee method of payment still obtains long after what might be regarded by the critics as a reasonable time in which fixed prices might possibly have been established.

Would it not be desirable to review the contracts of some of the leading manufacturers, to see if there are not more types on which the method of payment could be promptly changed to fixed price, thus automatically providing the presently lacking incentive to economy of labor and material in the production of more standard types of planes. It seems to me that there are numerous ships, where we now have a cost experience factory that warrants the adoption of this proposal. Even where war experience necessitates further changes, and these cases are bound to occur, it seems to me that this does not preclude the possibility of more widely adopting fixed prices, because the increased or decreased cost of the ships can be decided with reasonable accuracy, particularly in view of the accumulation of the experience factor, over the last couple of years, of large scale manufacturing.

Sincerely yours,

/s/ C. E. Wilson  
C. E. Wilson

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000 hrs

1 Jan & 20 June 1974

By AML/HLL/IC Date 10-7-76

October 30, 1943

MEMORANDUM FOR GENERAL GROSS;

Subject: P-38 J's

1. Please arrange to have three out of the first P-38 J's being delivered by Lockheed sent to the 474th Fighter Group, 4th Fighter Command at Van Nuys, California, for maintenance service test.

2. It appears that this model has had so many new modifications that a large number of defects are occurring and it is necessary that we find out the cause of these defects and the remedial action as soon as possible. The reason for assigning these airplanes to this particular group is due to its proximity to the Lockheed factory where the Lockheed field service people can make ready contacts.

3. I have coordinated this matter with General Meyers, but it must now be processed through the 4th Air Force.

HOWARD A. CRAIG,  
Brigadier General, U.S.A.,  
Acting Chief of the Air Staff.

*Responsible by Craig*

~~SECRET~~

*File  
cc 11/2/43  
H.A. Craig  
Air 06 4521 (1069)*

*0487  
4521  
1169*

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

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON, D. C.

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~~SECRET~~

By Authority of  
The Commanding General  
Army Air Forces

29 Oct 43 *JMG*  
Date Initials

*Held for Gen  
Sales Info. mem  
GMR*

DECLASSIFIED

DDO 1155

8 Jan & 20 June 1974

By ~~AM/HT~~ JC: Date 10-7-76

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Reported Loss of Aircraft in the Himalayas

*C*

1. In compliance with your request, the following information is furnished in the form of a chronology of information which has been received at this office by cable.

a. Reported enemy action.

13 October: ATC reported one C-87 and one C-46 down "evidently" as result of enemy action. (One same date, according to ATC, one CNAC Douglas plus one 308th Group B-24 and two Troop Carrier Squadron C-47's were attacked and damaged by Jap aircraft but reached base. This report has not been confirmed.)

As of 19 October, there had been no further word from the C-46 reported shot down on 13 October, but word had been received that part of the crew of the C-87 had parachuted successfully.

17 October: A formation of our B-25's returning from the bombing of Naba Junction saw 3 single-engined unidentified aircraft heading south at 9,000 feet at a point North of Naba.

18 October: A formation of our B-25's bombing Myitkyima saw 2 unidentified aircraft airborne over Northern Burma.

21 October: 14th Air Force fighters on patrol over the Hump attempted to intercept 2 enemy observation planes but did not make contact.

27 October: The pilot of an ATC transport flying the Hump (type of plane and direction of flight not given) reported at 0400 hours that he was being attacked by Zeros and was being down.

*225 452.1*

*1068*

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Memo for Chief of the Air Staff (Cont'd)

On the same date, according to Chennault, 6 B-24's on routine ferry for the 308th Group were attacked near Sumprabum at 0930 local time by 8 camouflaged fighters. The enemy planes pressed home their attack for over 50 minutes. (Note: not worried about gasoline apparently). 3 Jap planes confirmed destroyed, 1 probable and others damaged. No losses to us but considerable battle damage.

On the same date, 5 B-24's of the 308th returning to China on ferry were attacked at 1500 near Sumprabum by 8 silver Jap fighters of a different type than those which attacked during this morning. 5 Japs claimed destroyed with one more probable; no loss to us except minor battle damage.

b. Our Retaliation.

16 October: 12 B-25's bombed Bhamo landing field with undetermined results.

18 October: Alexander radioed that fighters of 10th and 14th Air Forces were patrolling the ferry route and that reconnaissances and attacks were being made on Northern Burma airdromes.

(Estimates of enemy air strength from rear echelon and from Chennault places only 30 enemy planes in the entire Northern Burma area. However, radio from the AMA in Chungking dated October 19th stated that 50 Jap fighters and 100 bombers were scheduled to move from Manchuria via Thailand to Burma during the two weeks immediately following October 19th.)

Same date, 9 B-25's bombed Myitkyima with fair results.

11 B-24's bombed Heho airdrome with fair results. The formation was intercepted by 7 fighters which made determined attacks. 1 enemy plane confirmed, 1 probable with several damaged. We lost 1 B-24 with another damaged.

19 October: 12 B-25's bombed Kawlin landing ground with good results. Saw no planes on the field.

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Memo for Chief of the Air Staff (Cont'd)

20 October: Our aerial photographs showed no enemy planes at Youngoo; 13 at Heho (partial cover only). Nansang landing ground had been freshly and effectively camouflaged. No planes could be seen.

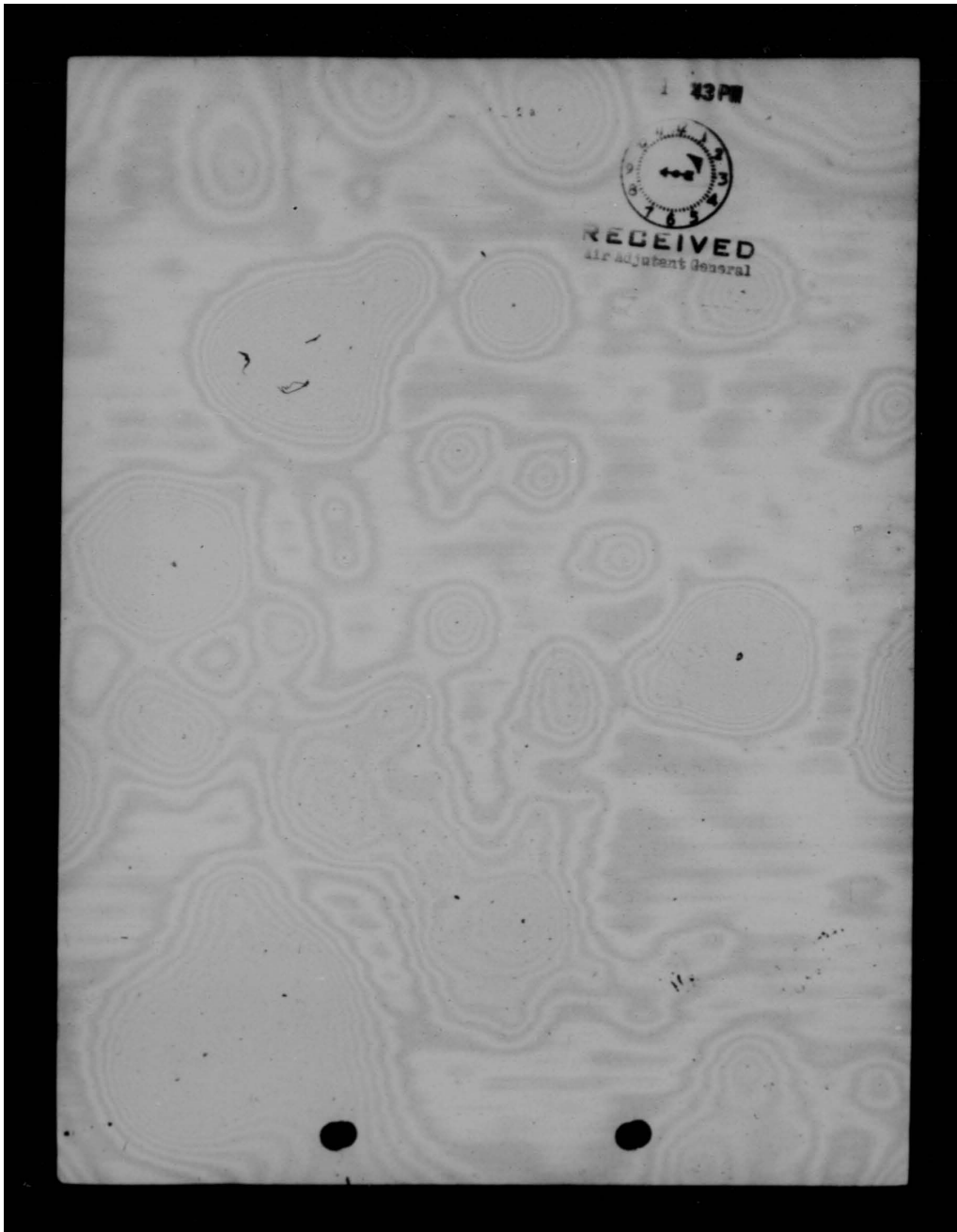
21 October: 14th Air Force reconnaissance found no aircraft at Chiengrai. Partial cover of Chiengmai showed 5 planes (both fields are in Northern Thailand). On the same date 14th Air Force over Myitkyima reported a new landing ground nearly finished. Saw the old air-drome which they reported unserviceable due to bomb damage. No planes.

W. C. BENTLEY  
Colonel, GSC  
Acting Deputy Asst. Chief of Air Staff,  
Intelligence

*File*  
*11/12/43*

**SECRET**

*Att AS 452.1 (1068)*



HENRY HARLEY ARNOLD

Box 122 Folder 5

MILITARY

DECIMAL

SAS 452.1  
(1171-1241)

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BY 200 Inx  
ON 20 Jun 1998  
BM 020  
JCS Memo  
16-7-76

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*Van*  
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DDO WTS  
8 Jan. & 20 June 1974  
By: *WJH* JG. Date: *10-7-76*

Basis for Aircraft Allocations in 1944 to the United Nations.

Deputy Chief of Air Staff

28 Jan 44

Assistant Chief of Air Staff, Plans

1  
GCJ/mmh/71127

1. In discussions leading to the determination of allocations to the Army Air Forces, U. S. Navy, R. A. F. and other United Nations of United States aircraft to be produced in 1944, 90% of W-8 Joint Aircraft Committee Working Schedule was used as a basis for estimating production for the year 1944.

2. Subsequently W-9 has been approved and published which varies in some respects with production estimates made in W-8.

3. For the information of all concerned the Chief of the Air Staff has approved the use of W-9 instead of W-8. Estimated production for the purpose of preparing schedules of monthly aircraft allocations in 1944 to all services will be based on 90% of W-9.

L. S. RUTEN  
Brigadier General, U. S. A.  
Ass't Chief of Air Staff, Plans.

CC to:  
AC/AS, M&M  
AC/AS, OC&R  
Secretary, MAC(Air) (delivered by hand)

*SAS*  
*421*  
*1241*

*Glen Vandenberg*

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*See also 1241*

ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON 25, D. C.

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DOD 015

8 Apr. & 20 June 1974

By ALH/HIS SC. Date

10-7-76



ATTENTION:

HEADQUARTERS ARMY AIR FORCES  
WASHINGTON

26 January 1944

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MEMORANDUM FOR GENERAL KUTER:

Subject: Additional Transports

1. Reference our squawk-box conversation regarding the transports, following is Douglas' proposal in order to enable him to give us 150 additional transports by June:

- a. C-47's must have a Group 1 priority. Group 1 priority is used only for experimental aircraft and emergency parts. WPB would not go along with giving the C-47's a blanket priority. (This would put the C-47's ahead of the B-29's.)
- b. Douglas states that an indeterminate effect on the production of B-17's and A-26's would result. We would probably get only 200 A-26's in 1944 instead of the expected 700.
- c. No spare parts to be produced.

*Refer to  
B-17's  
per month*

2. General Echols and Branchaw have instructed Douglas to re-submit his study telling us the number he can produce between now and June by (1) giving the C-47's a Group 2 priority, and (2) cut down 20 B-17's per month. This study should be available within a few days. In the meantime, Douglas has been instructed to utilize maximum effort in the production of C-47's.

3. Douglas does not want to produce A-26's. He desires very strongly to stay in the transport picture and, therefore, would be only too happy to throw the A-26 out of his Long Beach plant. I feel that our need for the A-26 is sufficiently great to require him to put out every one he can and as soon as he can.

*Gen Arnold has noted  
PK*

*ESP*  
MURWIN S. PERRIN,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

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*452.1 (1240)*

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DDO RES  
8 Jan & 20 June 1974  
By: NH/HH LC Date: 10-7-76

Form SC-SP-363

Chief, Management Control (Atten: Statistical Control) 26 Jan. 1944  
Deputy Chief of Air Staff (General Vandenberg). 1  
HSV/gwd/5268

1. On Form SC-SP-363, the time interval from U. S. factory acceptance to arrival in India for B-24's (based on 100 arrivals, 9 October - 7 December, 1943), it is noted that the average time for heavy bomber airplanes from factory to arrival in India is equal to or less than the time from factory to the U.K.
2. It is desired that a study be made of the differential in time between these two theatres, and that appropriate recommendations be submitted for correcting this apparent inconsistency.

HOYT S. VANDENBERG,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

TO: Deputy Chief of Air Staff (General Vandenberg). Date: 8 Feb 44  
FROM: Management Control, Statistical Control Division Comment No. 2  
FQB:CFR:ps 73087

1. As requested in comment no. 1 a study has been made of the differential in time between factory acceptance and arrival of heavy bombers in India and the U.K., using 90 additional B-24's which departed for the U.K. during approximately the same period as the last 26 to India in the previous study (SC-SP-363).
2. The 90 B-24's averaged 77.0 days from factory to U.K. compared with 35.8 days from factory to India for 26 B-24's and J's. The causes of the differential in time are the following:
  - a. Time in staging areas. 33.3 days on the average were spent by the 90 U.K. airplanes against 6.1 days by the 26 airplanes for India. The airplanes destined for U.K. were all part of new groups and were delivered during each group's final phase of training at a staging base. Each group departed as an entity only after receipt of all of its airplanes and replacements (62), resulting in the airplanes in question remaining from 10 to 69 days in staging. All those destined for India were replacement aircraft requiring very little time in staging.
  - b. Time in modification centers. 20.7 days on the average were spent by the 90 U.K. airplanes against 8.6 days by the B-24's and J's destined for India. The U.K. airplanes were either assembled by Ford at Willow Run or by Douglas, Tulsa, or Consolidated, Ft. Worth, from Ford components. To determine whether modification for destination rather than the series of aircraft accounted

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CAF 45-21 (1239)  
CAF 452.1 (1239)

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8 Jan & 20 June 1974  
By: NH/HH LC Date: 10-7-76

Form SC-SP-363

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Deputy Chief of Air Staff (General Vandenberg) 8 Feb 44  
Management Control, Statistical Control Division 2  
FQB:CFR:ps 73087

for the longer modification time, a separate analysis was made of 54 B-24J's assembled at Consolidated, San Diego, and also leaving for U.K. during other periods in November. These showed an average of 9 days less in modification than the Ford airplanes also destined for the U.K. This office is not in a position to state whether the B-24H requires more modification than the B-24J or whether the modification centers to which they are sent (Birmingham and St. Paul) require more time for similar modification than the Tuscon modification center to which B-24J's are sent.

c. Routes used. The 50 B-24H's departing for U.K. in November averaged 14.5 days enroute to destination. This is approximately the same as the time consumed by the India airplanes from the same departure point (Morrison Field, Florida) but is 9 days longer on the average than the 250 bombers, analyzed previously, which departed for U.K. during August and September using the North Atlantic route. The 50 airplanes departing in mid-November used the longer South Atlantic route.

3. The attached table summarizes the results of the above analyses. It will be noted that of the 41 day differential in November departures, 27 are due to the staging of groups rather than replacements, and 12 to longer time in modification. No recommendations are, therefore, made.

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

1 Incl.  
Table

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DDG 1019

8 Apr. & 20 June 1974

by ~~AKH/HLL~~ SC Date 10-7-76

Form SC-SP-563

Chief, Management Control (Attn: Statistical Control)

26 Jan. 1946

Deputy Chief of Air Staff (General Vandenberg).

HST/gnd/5265 <sup>1</sup>

1. On Form SC-SP-563, the time interval from U. S. factory acceptance to arrival in India for B-24's (based on 100 arrivals, 9 October - 7 December, 1945), it is noted that the average time for heavy bomber airplanes from factory to arrival in India is equal to or less than the time from factory to the U.K.

2. It is desired that a study be made of the differential in time between these two theatres, and that appropriate recommendations be submitted for correcting this apparent inconsistency.

HOTT S. VANDENBERG,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

Dispatched  
27 JAN - 1946  
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Copy to Marshall  
452.1 (1239)

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EOU #3  
8 Jan. & 20 June 1974  
by DA/ML/ML/AC Date 10-2-76

Photographs and Brief Specifications, P-40, XP-72 and XP-75 Airplanes.

Deputy Chief of Air Staff, Brig. Gen. H. S. Vandenberg  
Attn: Lt. Col. V. E. Hurt  
AC/AS, WMAAD, Materiel Division

17 Jan 1944

Capt Dacey/afn  
1  
GMB

1. The following brief specifications and attached photographs of the subject airplanes are forwarded for Brig. General Vandenberg as requested by Lt. Col. V. E. Hurt:

a. XP-40A Airplane. The following flight test figures were obtained with a XP-40A airplane equipped with two General Electric I-16 Jet Type engines, each unit developing a sea level static thrust of 1650 pounds:

High Speed @ 20,320 feet	400 mph.
Rate of Climb @ S. L.	3,600 ft./min
Time to climb to 20,000 ft.	7.41 min.
T.O. Gross weight	10,425 lbs.
Armament	2 - 37 mm cannon, 44 rds./gm

The design of this airplane and its engines should be considered as in a state of flux, and it is anticipated that performance will be considerably improved at a later date.

b. XP-72 Airplane. The XP-72 airplane similar to the P-40, but powered with a P & W R-4800-15 engine and including the new "bubble" type canopy. The first experimental airplane will be ready to fly 21 Jan 1944. Estimated performance is:

High Speed @ 25,000 feet	500 mph.
High Speed @ S. L.	410 mph.
Rate of climb @ S. L.	5,400 ft./min.
Time to climb to 25,000 feet	5.8 min.
Design Gross weight	14,480 lbs.
Armament	6 - .50 cal. wing guns 297 rds./gm

c. XP-75 Airplane. The XP-75 is constructed from outer wing from the P-40, A-24 empennage and tail wheel, PW landing gear, and a fuselage and wing center section manufactured by the contractor. This airplane incorporates the Allison V-1710-15 engine driving dual rotating propellers. The first experimental article has flown, but as yet no official flight test data has been obtained. Estimated performance is:

High Speed @ 20,000 feet	440 mph.
High Speed @ S. L.	396 mph.

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8 Jan. & 20 June 1974  
By MAJ/HIL JG: Doss 10-7-76

**Photographs and Brief Specifications, P-55, XP-72, and XP-73 Airplane.**

Deputy Chief of Air Staff, Brig. Gen. H. S. Vandenberg  
Attn: Lt. Col. V. E. Hart  
AC/AS, MAAD, Materiel Division

17 Jan 1944

(con't) 1  
Capt Bessy/afn 6380

Rate of climb @ S.L.	5000 ft./min.
Time to climb to 20,000 ft.	4.0 min.
Design Gross weight	11,000 lbs.
Armament 4 .50 cal. fuselage guns	500 rds./gun

Incls.  
3 photos XP-55A  
3 photos XP-73  
1 preview sketch XP-72

R. G. WINSOR  
Colonel, Air Corps  
Chief, Devel. Engr. Branch

*File  
OK  
1/25/44*

~~CONFIDENTIAL~~

*Air 00752.1 (1236)*

DECLASSIFIED  
DDO Hqs.

8 Jan. & 20 June 1974  
By HH J.C. Date

HEADQUARTERS AIR STAFF  
~~SECRET~~ DECLASSIFIED  
ROUTING AND RECORD SHEET

TALLY NO.	9
FILE NO.	

SUBJECT: Tabulations on "Give Away" Aircraft to Allied Nations.

TO: AC/AS, Plans (Attention: Gen. Jamison.)

DATE 20 Jan. 1944

FROM: Deputy Chief of Air Staff (Gen. Vandenberg)

COMMENT NO. 1  
HSV/gwd/5265

1. Returned herewith are copies of the tabulation prepared by your office on "give away" aircraft to the RAF, in accordance with the recent cable from Gen. Giles.
2. General Arnold yesterday directed that similar tabulations be prepared on "give away" aircraft to other countries. He desires these in a loose leaf book of some type. Included in this book, should be the tabulation prepared on Gen. Giles' cable.
3. In addition to the above, General Arnold also desires like tabulations for each country, as prepared by Major Blossom showing monthly totals.

*Van*  
HOYT S. VANDENBERG,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

Incl:  
3 cys. Tabulation  
"Agreement with RAF"

TO: Deputy Chief of Air Staff (Gen. Vandenberg)

DATE: 25 Jan 1944

FROM: AC/AS, Plans (Gen. Jamison)

Comment No. 2  
RMS:mec 74055

In accordance with above comment, a loose leaf book of the type desired is in process of compilation and will be forwarded upon completion.

Incl w/d

*L.S. Kuter*  
L. S. KUTER,  
Brigadier General, U. S. A.

*File MB*

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*air doc 4521 1235*

JAN 25 1944 PM



RECEIVED

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DECLASSIFIED

DDI #13

8 Jan & 30 Jano 1974

By SP4/STT Date 12-7-76

Airplane "Life Expectancy"

Statistical Control

Deputy Chief of Air Staff

25 Jan 44

ESP/eva/6371

Referring to copy of your RAR #2 dated 31 August 1943 copy attached, up-to-date information is requested as to the average "life expectancy" in hours of various types of airplanes in the various theaters. This "life expectancy" figure should be broken down into (1) non-operational flying, and (2) operational flying in order that an accurate total may be obtained.

1 Incl  
Cy SECRET RAR #2 frm Stat  
Control to DAS 31 Aug 43  
this subj.

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

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File  
25 Jan 44

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*Feb*

LOG 183  
6 Jan. & 20 June 1954  
by *W.H.H. Date 10-2-76*

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

27 JAN 1944

MEMORANDUM FOR CHIEF OF AIR STAFF  
ATTENTION BRIGADIER GENERAL E. S. PERRIN, DEPUTY CHIEF OF AIR STAFF

SUBJECT: Status of P-61 Airplane.

1. The following is the eighth of the series of weekly status reports on the P-61 airplane as requested by General Perrin:

a. Flight testing of the P-61A airplane with the turret removed has temporarily been halted due to an engine failure. A request for a new engine has been initiated. In an attempt to expedite this program, the Materiel Command is also overhauling the engine which was removed from the airplane and this engine will be put back into the airplane if the overhauling is completed before a new engine can be procured.

b. The addition of water injection to the two-stage, two-speed R-2800B engines in an XP-61 has been completed by the manufacturer and flight testing is to commence this date. The test program consists of twelve flights on twelve successive days.

c. The incorporation of the turbo supercharged, single-staged, single-speed R-2800C engines in one airplane is continuing and the Materiel Command is still awaiting from the contractor a letter of quotation upon which to base a contract pertaining to this project.

*Cur AB 452.1 (1232)*

*O.P. Echols*  
O. P. ECHOLS  
MAJOR GENERAL, U. S. A.  
Asst. Chief of Air Staff  
Materiel, Maintenance and Distribution



*4-6*

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*File 7-7-44*  
*at 7-7-44*  
*Cur AB 452.1 (1232) B*



JAN 27 1944



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DUG 115  
8 Jan. & 20 June 1974  
By: *ALH/LLH* AC. Date: *10-7-76*

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

24 JAN 1944

MEMORANDUM FOR CHIEF OF AIR STAFF  
ATTN: BRIG. GENERAL E. S. PERRIN, DEPUTY CHIEF OF AIR STAFF

SUBJECT: Status of P-61 Airplane.

1. The following is the seventh of weekly status reports on the P-61 airplane as requested by General Perrin:

a. Flight testing of the P-61A airplane with the turret removed is approximately 45% complete. Tests during the past week have been hindered due to weather and due to mechanical difficulties experienced with the airplane. The engines have been instrumented to determine why required manifold pressures are not being obtained, and further flight tests are expected this date.

b. The incorporation of turbo supercharged, single-staged, single-speed R-2800 engines in one airplane, to be designated the XP-61C, is continuing. The contractor has been requested to submit a letter of quotation upon which a contract pertaining to this project can be based. Upon the receipt of this letter, an Authority for Purchase will be issued.

c. Upon instructions from AC/AS, OGR, the Materiel Command has been notified that the turrets are to be removed from all P-61 airplanes but that space should be retained such that a turret of improved design may be installed at some future date. The Materiel Command has been further instructed to incorporate this change in the model of the P-61 currently being tested in the wind tunnel of the Aircraft Laboratory.

*Doc. 61-4521 (123)*

*OPEchols*

O. P. ECHOLS  
Major General, U. S. A.  
Asst. Chief of Air Staff  
Materiel, Maintenance, and Distribution

*Noted  
ES-7*



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DDO Rfs.

8 Jan. & 30 June 1974

By PLH/HH IC, Date 10-7-76

Aircraft for Reconnaissance Program.

AC/AS, Operations, Commitments and Requirements (THRU:  
AG/AS, Plans.)

26 Jan. 1944

Deputy Chief of Air Staff, (Gen. Vandenberg).

WRB/gwd/8458 1

Reference attached memorandum, your office, dated 25 January 1944, subject, "Aircraft for Reconnaissance Program," action reflected in current allocation charts conforms to the desire of this Office with regard to implementing the Reconnaissance Program.

Incl:

Memo for CAS fr. OC&R,  
dtd. 1/25/44, above subj.,  
w/2 Incls:-Tabs A & B.

ROTT S. VANDENBERG,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

4521  
1231

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AFRER  
Written 12 Jan 1944  
Major Porter/mad/75085

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DDO RFS - 4

8 Jan 4, 20 June 1974  
by PH/HH/UC Case 10-274

JAN 25 1944

AEP

MEMORANDUM FOR CHIEF OF AIR STAFF:

Subject: Aircraft for Reconnaissance Program.

I. Discussion

1. The present Reconnaissance Program included in the 273 Group Program is sufficient to meet the minimum anticipated requirements of the Army Air Forces and the Army Ground Forces. Prior to submission and approval by the Commanding General, Army Air Forces, particular emphasis was placed upon obtaining an expression of opinion from each theater. Theater concurrence from China-Burma-India and Southwest Pacific Area was qualified by the statement that the program, as outlined, was sufficient to meet their requirements until certain dates after which further units would be needed. Several changes have subsequently been requested by various theaters; the European Theater of Operations requested two (2) additional Tactical Reconnaissance Groups and the Southwest Pacific Area requested a Headquarters and Headquarters Squadron, Photo Wing, Reconnaissance. Further similar requests may therefore be expected.

2. Availability of fighter type aircraft has been insufficient to support the present Photo Reconnaissance and Tactical Reconnaissance units at 7/8 strength plus authorized reserve. The requirements to support these two programs in 1944 are submitted herewith computed on both the 12% and the 20% attrition factor basis for comparison.

a. Attached as Tab A are the 1944 requirements to sustain the nineteen (19) Photo Reconnaissance Squadrons and the twenty-six and one-fourth (26 $\frac{1}{4}$ ) Tactical Reconnaissance Squadrons already deployed in the theaters.

b. Attached as Tab B are the 1944 requirements to sustain the total reconnaissance program of twenty-seven (27) Photo Reconnaissance Squadrons and twenty-six and one-fourth (26 $\frac{1}{4}$ ) Tactical Reconnaissance Squadrons as authorized in the November 30 Revision of the 273 Group Program, and which will be fully deployed in 1944. These requirements in summary are:

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- (1) Net 1944 requirements for P-5 (P-38) total 548 based on the 12% attrition factor. These 548 P-5's (P-38's) are required at a rate of fifty (50) per month beginning with February production.
- (2) Net 1944 requirements for P-6's (P-51's) total 228 based on the 12% attrition factor. These 228 P-6's (P-51's) are required at a rate of twenty-one (21) per month beginning with February production.
- (3) Net 1944 requirements for other fighter types (P-39, P-40) total 198 based on the 12% attrition factor. These 198 aircraft are required at a rate of eighteen (18) per month beginning with February production.

5. At the present time there is no production fighter aircraft suitable to meet the requirements of Photo Reconnaissance Squadrons except the P-38. This type has been employed in all theaters with outstanding success as a photographic ship. As regards Tactical Reconnaissance, the aircraft requirement for units of this type stationed in the United Kingdom can be adequately met only with P-51's. In other theaters the P-51 is extremely desirable but because of the shortage of this type, it has only been deployed to meet the more critical needs. P-51 requirements herein are for the support of present P-6 (P-51) Squadrons now in theaters. Units which cannot be equipped with P-51's are being supplied P-39's and P-40's.

4. Bombardment type aircraft for photographic mapping in the European Theater of Operations cannot be successfully used due to the necessity of furnishing large numbers of escort fighter aircraft and diversionary raids by other bombardment aircraft to decoy enemy fighter opposition. Squadrons equipped with the P-6 type aircraft have successfully completed mapping missions for the Ground Forces in this theater. It is anticipated that the number of these missions will grow as the war progresses. While it is realized that the P-6 type aircraft does not meet the specifications of the Corps of Engineers in all respects, it is the only aircraft presently available which can be employed for this purpose.

5. Requirements for bombardment type aircraft for the Reconnaissance Program are intentionally omitted from this memorandum because the attrition requirement is small and thus far has been met without difficulty. Present information indicates no difficulty will be experienced in securing the required number of this type during 1944.

## II. Action Recommended

It is recommended that:

1. The attrition planning factor of 12% per month for fighter type aircraft in reconnaissance units be approved.

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2. The allocation of fifty (50) P-51's, twenty-one (21) P-51's and eighteen (18) other fighter type aircraft per month beginning with February production to support the reconnaissance program be authorized.

2 Incls:  
Incl 1 - Tab A  
Incl 2 - Tab B

H. A. Craig  
Brigadier General, U. S. Army  
Asst. Chief of Air Staff  
Operations, Commitments & Requirements

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000 hrs.  
8 Jan. & 20 June 1974  
By: N.H.H.C. Date: 10-7-76

1944 Requirements needed to sustain 19 Photographic Reconnaissance and 26 Tactical Reconnaissance squadrons now deployed at attrition factors of 12% and 20%

PHOTOGRAPHIC RECONNAISSANCE PROGRAM

P-5 (P-38) - 12% Attrition

Short															
12/31		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
Attrition & Shortage	74	26	26	27	28	27	26	27	28	27	28	27	28	405	
Less Availabilities (Already allocated from Dec. & Jan. production)														-32	
Total 1944 Requirements (Includes Shortage)														373	

P-8 (P-38) - 20% Attrition

Short															
12/31		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
Attrition & Shortage	74	45	42	43	42	43	42	43	42	43	42	43	42	584	
Less Availabilities (Already allocated from Dec. & Jan. production)														-32	
Total 1944 Requirements (Includes Shortage)														552	

TACTICAL RECONNAISSANCE PROGRAM

P-6 (P-51) - 12% Attrition

Short															
12/31		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
Attrition & Shortage	86	18	18	18	18	18	18	18	18	18	18	18	18	272	
Less Availabilities (Already allocated from Dec. & Jan. production)														-32	
Total 1944 Requirements (Includes Shortage)														240	

P-6 (P-51) - 20% Attrition

Short															
12/31		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
Attrition & Shortage	86	28	28	28	28	28	28	28	28	28	28	28	28	382	
Less Availabilities (Already allocated from Dec. & Jan. production)														-32	
Total 1944 Requirements (Includes Shortage)														350	

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TACTICAL RECONNAISSANCE PROGRAM

Other Fighter Types (P-39, P-40) - 12% Attrition

Short															
12/31		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
Attrition & Shortage	34	21	20	21	20	21	20	21	20	21	20	21	20	212	
Less Availabilities (Already allocated from Dec. & Jan. production)														-10	
Total 1944 Requirements (Includes Overage)														202	

Other Fighter Types (P-39, P-40) - 20% Attrition

Short															
12/31		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
Attrition & Shortage	34	25	25	25	25	25	25	25	25	25	25	25	25	272	
Less Availabilities (Already allocated from Dec. & Jan. production)														-10	
Total 1944 Requirements (Includes Overage)														262	

Note: P-39's and P-40's are grouped together for purposes of this study because no further P-39 and P-40 replacements are being furnished. Such replacements may be with P-47's and/or P-51's at a later date.

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1944 Requirements needed to sustain 27 Photo Reconnaissance and 201 Tactical Reconnaissance squadrons now deployed and scheduled to be deployed at attrition factors of 15% and 20%.

PHOTOGRAPHIC RECONNAISSANCE PROGRAM

F-5 (P-39) - 15% Attrition

	Short														Total	
	12/31	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan		
Attrition & Shortage	74	47	47	47	47	47	47	47	47	47	47	47	47	47	47	638
Less Availabilities (Already allocated from Dec. & Jan. production)																52
Total 1944 Requirements (Includes Shortage)																586

F-5 (P-38) - 20% Attrition

	Short														Total	
	12/31	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan		
Attrition & Shortage	74	66	66	66	66	66	66	66	66	66	66	66	66	66	66	864
Less Availabilities (Already allocated from Dec. & Jan. production)																82
Total 1944 Requirements (Includes Shortage)																774

TACTICAL RECONNAISSANCE PROGRAM

F-5 (P-51) - 32 1/2% Attrition

	Short														Total	
	12/31	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan		
Attrition & Shortage	66	18	18	18	18	18	18	18	18	18	18	18	18	18	18	272
Less Availabilities (Already allocated from Dec. & Jan. production)																42
Total 1944 Requirements (Includes Shortage)																322

F-5 (P-51) - 20% Attrition

	Short														Total	
	12/31	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan		
Attrition & Shortage	66	28	28	28	28	28	28	28	28	28	28	28	28	28	28	382
Less Availabilities (Already allocated from Dec. & Jan. production)																42
Total 1944 Requirements (Includes Shortage)																342

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TACTICAL RECONNAISSANCE PROGRAM

Other Fighter Types (P-39, P-40) - 15% Attrition

	Short														Total	
	12/31	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan		
Attrition & Shortage	34	21	21	21	21	21	21	21	21	21	21	21	21	21	21	212
Less Availabilities (Already Allocated from Dec. & Jan. production)																10
Total 1944 Requirements (Includes overage)																202

Other Fighter Types (P-39, P-40) - 20% Attrition

	Short														Total	
	12/31	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan		
Attrition & Shortage	34	26	26	26	26	26	26	26	26	26	26	26	26	26	26	372
Less Availabilities (Already Allocated from Dec. & Jan. production)																10
Total 1944 Requirements (Includes overage)																382

Note: P-39's and P-40's are grouped together for purposes of this study because no further P-39 and P-40 replacements are being furnished. Such replacements may be made with P-47's and/or P-51's at a later date.

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ODD IHS  
8 Jan. & 20 June 1974  
By: SAH/HIT 10, Dan (0-7)-76

Aircraft for Reconnaissance Program.

AC/AS, Operations, Commitments and Requirements (THRU:  
AC/AS, Plans.)  
Deputy Chief of Air Staff, (Gen. Vandenberg).

26 Jan. 1944

WRB/gwd/5458 1

Reference attached memorandum, your office, dated 25 January 1944, subject, "Aircraft for Reconnaissance Program," action reflected in current allocation charts conforms to the desire of this Office with regard to implementing the Reconnaissance Program.

Dispatched

27 JAN 1944

AGB

Incl:

Memo for CAS from. OCMR,  
dt'd. 1/25/44, above subj.,  
w/2 Incls:-Tabs A & B.

HOTT S. VANDENBERG,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

AGB  
452.1  
1231

File  
27 Jan 44

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AGB 452.1 (1231)

Copy for Miss Ingram

ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON 25, D. C.

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*file misc*



ATTENTION:

HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON

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000 hrs

8 Jan. & 20 June 1974

By *ALH/HH* on Date *10-9-96*

19 February 1944

*Walter Van*

MEMORANDUM FOR GENERAL VANDENBERG:

Subject: P-47 Tires.

1. The Air Service Command has given this office the following information regarding the P-47 tire situation in the Southwest Pacific:

a. All requests previous to radio dated 18 February 1944 have been completely taken care of.

b. The following shipment schedules have been set up to take care of request outlined in subject cable:

These to be shipped by air:

100 immediately (air priority being arranged)

100 by March 5

100 by March 20

151 by March 31

2. So that future shipments can be expedited, the Air Service Command in answering this cable has also requested the theater to cable requirements for all P-47 tires for April, May and June taking into consideration local production facilities.

3. Previous requests were received from this theater on P-47 tail wheels, tail wheel casings, tail wheel tubes and 34x9x16 inner-tubes, all of which have been shipped to the satisfaction of General Kenney.

*J. A. Edmonds*  
J. A. EDMONDS,  
Major, Air Corps,  
Chief, Overseas Sec.,  
Supply & Maintenance Br.,  
Air Services Div., MMAD.

*J. A. Wilson*  
J. A. WILSON,  
Colonel, Air Corps,  
Chief, ASC Liaison Sec.,  
Air Services Div., MMAD.

*228 452.1*  
*1539*

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452.1 (113)

\*ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCE  
WASHINGTON, D. C.

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DDO 103

8 Jan. & 20 June 1986  
By AM/114 JG, DDD (C-2) 76

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCE  
WASHINGTON, D. C.

9 February 1944

MEMORANDUM FOR: Chief of the Air Staff

SUBJECT: Request for Reports on: P-38 Manifold Trouble;  
Increase in Available C-47 Transports; People  
to be called by Gen. Arnold to Improve our Casing  
and Tube Position.

In reply to the attached Routing and Record Sheet dated  
5 February 1944 from the Deputy Chief of Air Staff, the following  
is submitted:

1. a. The reported losses of a number of P-38 due to  
the failure of the connecting pipe between the blower  
and intake manifold. This has been determined as due  
to insufficient support of the pipe, and a corrective  
remedy has been devised.
- b. Corrective action has been taken on the Production  
line and the Commanding General, Air Service Command  
has been directed to take the following action.
  1. Procure sufficient kits to supply the  
requirements of P-38's, P-38H's and F5B's  
in theaters and in services in this country.  
It is understood there are approximately 1400  
kits now on hand.
  2. Determine theater requirements and those of  
services in this country and start Air Shipments  
as soon as possible.
  3. Stock records list this item as "P-38 Back-  
fire Kit". This Headquarters is being advised  
of the action taken.
2. Estimate of the total deliveries from Oklahoma City,  
Oklahoma and Long Beach, California.

*Am 09 45-21 (1809)*

*file*



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*MAJ. Galt*

9 44 AM



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Air Adjutant General

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8 Jan & 20 June 1974  
By: ALH/HH/LC Date 10-29-76

Before II Preference Group was granted:

Jan.	Feb.	Mar.	Apr.	May	June	Total
285	290	325	357	390	413	2060

After II Preference Group was granted:

Jan.	Feb.	Mar.	Apr.	May	June	Total
356	345	395	400	435	455	2386

*Crews*

*327*

It is to be noted that above schedules represent total deliveries before foreign allocations are deducted and before allowance for time in modification.

3. Deliveries of the 76 molds and other equipment needed in the production of airplane tires, such as building machines, cutters, and heaters, are being expedited both by the Aircraft Scheduling Unit and the War Production Board. Moreover, the office of the Rubber Director has indicated that these items have just been accorded number one priority along with airplane tires in the priority pattern for tires established in Rubber Order R-1 as amended 12 January 1944. It is felt by Aircraft Scheduling Unit, office of the Rubber Director, and the tire industry that everything possible has been done, and vendors expect to meet our delivery dates.

*OPE ches*  
 O. P. ECHOLS  
 Major General, U. S. A.  
 Asst. Chief of Air Staff,  
 Materiel, Maintenance and  
 Distribution.

Incl.  
 R&R 1/24/44  
 R&R 2/5/44  
 Memo 1/31/44.

*Noted  
 HHH  
 #1/9/44*

*File 7/2/44  
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*air 28452-1(1229)*

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DOD Hqs  
8 Jan & 30 June 1984  
By: NAJ/HR JG, Date: 10-7-76

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HEADQUARTERS ARMY AIR FORCES  
DECLASSIFIED  
ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

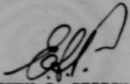
SUBJECT: Request for Reports on: P-38 Manifold Trouble; Increase in Available C-47  
Transports; People to be called by Gen. Arnold to Improve our Casing & Tube Position

TO: AC/AS, MM&D  
FROM: Deputy Chief of Air Staff

DATE 5 Feb 44  
COMMENT NO. 1  
ESP/eva/6371

1. What action is being taken to fix P-38's in other theaters?
2. What was the delivery schedule of C-47's before upping the priority?  
What is the schedule after getting Group 2 priority?
3. What is the "big problem" of the 76 additional molds? Can't we get them, or what?

1 Incl  
Memo to CAS from MM&D  
dtd 31 Jan 44 this subj  
w/incl (Gen. Perrin's  
R&R #1 dtd 24 Jan 44).

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

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*See also 432.1 (1229)*

3-1109 A.P.



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

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DDO Hqs.  
8 Jan. & 20 June 1974  
By: *AL/1111C*, Date: *(8-7-74)*

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

31 January 1944

MEMORANDUM FOR: Chief of the Air Staff

SUBJECT: Request for Reports on: P-38 Manifold Trouble;  
Increase in Available C-47 Transports; People  
to be called by General Arnold to Improve our  
Casing and Tube Position.

In reply to the attached Routing and Record Sheet dated 24  
January 1944 from the Deputy Chief of Air Staff, the following is  
submitted:

1. a. Shipment of intake manifold connection kits to  
clear the difficulty has been accomplished as  
follows:
  - (1) 50 kits (2 per airplane required) left  
Sacramento, Air Express on 22 January 1944.
  - (2) 170 kits (2 per airplane required) left  
Sacramento, Air Express on 23 January 1944.
- b. Information from Allocations Branch of the Commit-  
ments Division, AC/AS, OC&R, reveals that 110 P-38's  
have been shipped to this Air Force. Information  
received today indicates that 101 remain.
- c. Therefore, the two shipments of kits mentioned in  
paragraph a., should be ample to accomplish the  
necessary corrective action in the theater.
2. At the J.A.C. Meeting on 27 January 1944, 2000 C-47's  
were put into Group No. 2, therefore, there should be  
no trouble to increase delivery on these transports.
3. The decreased performance of tire manufacturers in  
the months of December and January has been due to  
problems arising from the change-over to synthetic  
rubber which, in turn, retarded tires coming out of



*Incl #1*

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000 lms.  
8 Jan. & 20 June 1974  
By NA/144 SC Data (10-9-74)

the molds. Other difficulties included absenteeism, close-downs and production losses during the holidays. Industry believes that these problems will be solved shortly and that February production will approximate the November figure of 138,119 units. The big problem facing the Army Air Forces at the present time hinges around the 76 additional molds recently approved by the Office of Rubber Director for the tire industry which were to be available approximately 1 March. In view of the above, it is not believed necessary for General Arnold to call anyone in the tire industry.

*OPE 2 lms*

O. P. ECHOLS  
Major General, U.S.A.  
Asst. Chief of Air Staff,  
Materiel, Maintenance and  
Distribution

*Att-  
R-R*

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HEADQUARTERS ARMY AIR FORCES

800 hrs

8 Apr. & 29 June 1974

By NA/HH LC Date

**ROUTING AND RECORD SHEET**

10-7-76

TALLY NO.	
FILE NO.	

~~SECRET~~  
~~DECLASSIFIED~~

SUBJECT: Request for Reports on: P-38 ~~Manifold~~ Trouble; Increase in Available C-47 Transports; People to be called by Gen. Arnold to Improve our Casing & Tube Position

TO: AC/AS; HQ&D, (Attention: General Echols)

DATE 24 Jan '44

FROM: Deputy Chief of Air Staff.

COMMENT NO. 1  
ESF/omc/6371

4

Referring to our telephone conversation this morning, it is desired that:

1. A complete report regarding the difficulty with the P-38 manifold trouble, together with the action taken, be sent to this office.
2. A report be submitted regarding the increase in available C-47 transports after General Arnold's "rejuvenation".
3. This office be notified of the people to be called by General Arnold in order to improve our casing and tube position.

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

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*air 28452-1* 1229

*Incl #12*

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DECLASSIFIED  
DDO No.  
8 Jan. & 20 June 1989  
by ALH/BJL JG. Date 10-7-76

Request for Reports on: P-38 Manifold Trouble; Increase in Available G-47  
Transports; People to be called by Gen. Arnold to Improve our Casing & Tube Position

AG/AS, MM&D

5 Feb 44

Deputy Chief of Air Staff

1  
ESP/eva/6371

1. What action is being taken to fix P-38's in other theaters?
2. What was the delivery schedule of G-47's before upping the priority?  
What is the schedule after getting Group 2 priority?
3. What is the "big problem" of the 76 additional molds? Can't we get them, or what?

1 Incl  
Memo to CAS from MM&D  
dtd 31 Jan 44 this subj  
w/incl (Gen. Perrin's  
MR #1 dtd 24 Jan 44).

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

*44-49 452.1 (1000)*

Dispatched  
6 F 51000  
AAG

*File 7 Feb 44  
cc 7 Feb 44*

DECLASSIFIED

~~SECRET~~

*44-49 452.1 (1229) Air AG*

DECLASSIFIED

DECLASSIFIED  
DOO 983

8 Jan & 20 June 1974  
By ALJ/ML SAC, DASH (10-7-76)

Secret Weapons

TO: AC/AS, MWD  
FROM: Deputy Chief of Air Staff

DATE 5 Feb 44

COMMENT NO. 3  
ESP/ova/6371

Reference paragraph 5 above, it is not felt that this project is of sufficient importance to request the Chief, Chemical Warfare Service to develop a similar fire bomb in standard bomb size and shape.

9 Incls w/c  
Added Memo from Col. Campbell  
to Gen. Giles dtd 2 Feb 44  
"Grade Oil Fires" w/incls.

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

6 F.S.D.  
AAG

*See also 471.6 (36) Air U.S.*

DECLASSIFIED

DECLASSIFIED  
DDO IIR

8 Jan & 26 June 1974  
A13/44 IC Date 10-7-76

Request for Reports on: P-38 Manifold Trouble; Increase in Available C-47  
Transports; People to be called by Gen. Arnold to Improve our Casing & Tube Position

AC/AS, M&MD, (Attention: General Echols)

24 Jan '44

Deputy Chief of Air Staff.

ESP/cmm/6371

Referring to our telephone conversation this morning, it is desired  
that:

1. A complete report regarding the difficulty with the P-38 manifold trouble, together with the action taken, be sent to this office.
2. A report be submitted regarding the increase in available C-47 transports after General Arnold's "rejuvenation".
3. This office be notified of the people to be called by General Arnold in order to improve our casing and tube position.

*Handwritten:* 452.1

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

*Handwritten:* 1229

Dispatched  
24 JAN 1944  
AAG

*Handwritten:* File  
24 Jan 44

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*Handwritten:* AAG  
452 (1229)



**SECRET**  
**DECLASSIFIED**

DECLASSIFIED  
DDO 1173  
8 Dec 82 10:00 AM 1984  
By PHH/HLL [unclear] 16-2-76

January 22, 1944

Mr. Frank Russell  
General Manager, National Aircraft War  
Production Council  
1317 F Street, NW  
Washington, D. C.

Dear Mr. Russell:

You are invited to attend an exhibit of the recently announced jet propelled airplane which will be displayed at Bolling Field, D. C., on 26 January 1944 at 3:00 PM. A flight of the airplane is scheduled for 4:00 PM, weather permitting.

If you can attend it is requested that notification be made by calling Republic 6700, Extension 74331 or 72702.

Please present this letter with other appropriate identification at the Bolling Field entrance gate for admission.

This exhibit is classified as "Secret". It is therefore necessary to restrict the attendance to those specifically invited. It is also requested that no publicity whatsoever be given to this exhibit, either before or after the event, and no items of classified information connected therewith be discussed with any unauthorized person.

Sincerely yours,

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

*Handwritten:* 45811

*Handwritten:* 1587

**DECLASSIFIED**

*Handwritten:* Dec 16 1981 1407

~~DECLASSIFIED~~

DECLASSIFIED  
DOO 113  
8 Jan & 20 June 1974  
By AMH/HIL/IC Date 10-9-76

January 22, 1944

The Honorable Harry Hopkins

The White House

Dear Mr. Hopkins:

An exhibit of the newly announced jet propelled airplane has been arranged at Bolling Field, D. C., Wednesday, 26 January 1944 at 3:00 p.m. A flight has been scheduled at 4:00 p.m., weather permitting.

I hope you will be able to attend this display because I believe you will find it very interesting.

I have invited the President and the Vice President and would be delighted if you could join the party.

If you can be present will you please have someone in your office call War Department extension 74331 or 72702.

Sincerely yours,

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

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~~SECRET~~  
DECLASSIFIED

DECLASSIFIED  
DOO IIS  
8 Apr 63 20 June 1974  
By: [unclear] Date: 6-7-76

January 22, 1944

Lt. General Joseph T. McNarney, U.S.A.  
Deputy Chief of Staff, U. S. Army.

Dear General McNarney:

An exhibit of the newly announced jet propelled airplane has been arranged at Bolling Field, D. C., Wednesday, 26 January 1944 at 3:00 p.m. A flight has been scheduled at 3:00 p.m., weather permitting.

I hope you will be able to attend this display because I believe you will find it very interesting.

I have invited the President, the Vice President, the Secretary of War, and the Chief of Staff and would be delighted if you could join the party.

If you can be present will you please have someone in your office call War Department extension 74331 or 72702.

Sincerely yours,

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

DMK 452.1

1257

*Dispatch for [unclear]*

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~~SECRET~~  
DECLASSIFIED

DECLASSIFIED  
000 HRS.  
8 Jan & 20 June 1974  
By ALH/HC Date 12-7-76

January 22, 1944

Mr. T. P. Wright  
Aircraft Resources Control Office  
Army Air Forces  
War Department  
Washington, D. C.

Dear Mr. Wright:

You are invited to attend an exhibit of the recently announced jet propelled airplane which will be displayed at Bolling Field, D. C., on 26 January 1944 at 3:00 PM. A flight of the airplane is scheduled for 4:00 PM, weather permitting.

If you can attend it is requested that notification be made by calling Republic 6700, Extension 74331 or 72702.

Please present this letter with other appropriate identification at the Bolling Field entrance gate for admission.

This exhibit is classified as "Secret". It is therefore necessary to restrict the attendance to those specifically invited. It is also requested that no publicity whatsoever be given to this exhibit, either before or after the event, and no items of classified information connected therewith be discussed with any unauthorized person.

Sincerely yours,

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

*Handwritten:* 452.1 (1227)

*Handwritten:* file 452.1/13

*Handwritten:* Dispatched via office courier

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*Handwritten:* 452.1 (1227)

~~DECLASSIFIED~~

DECLASSIFIED  
DDO 105  
8 Jan 80 June 1974  
By NA/11110, Date 10-9-76

January 22, 1944

Mr. Charles B. Wilson  
Chief, War Production Board  
Social Security Building  
14th and Independence Avenue, NW  
Washington, D. C.

Dear Mr. Wilson:

You are invited to attend an exhibit of the recently announced jet propelled airplane which will be displayed at Bolling Field, D. C., on 26 January 1944 at 3:00 PM. A flight of the airplane is scheduled for 4:00 PM, weather permitting.

If you can attend it is requested that notification be made by calling Republic 6700, Extension 74331 or 72702.

Please present this letter with other appropriate identification at the Bolling Field entrance gate for admission.

This exhibit is classified as "Secret". It is therefore necessary to restrict the attendance to those specifically invited. It is also requested that no publicity whatsoever be given to this exhibit, either before or after the event, and no items of classified information connected therewith be discussed with any unauthorized person.

Sincerely yours,

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

DECLASSIFIED

~~DECLASSIFIED~~

January 22, 1944.

The President,

The White House.

Dear Mr. President:

An exhibit of the newly announced jet propelled airplane has been arranged at Bolling Field, D.C., Wednesday, 26 January 1944, at 3:00 p.m. A flight has been scheduled at 4:00 p.m., weather permitting.

I am inviting the Vice-President, the Cabinet Members, the Chief of Staff, and other high ranking officers of the Army and Navy, in addition to members of my own staff.

I hope you will be able to attend the flight demonstration. I believe you will find it very interesting, particularly since you were concerned with the original publicity release. If the above time is inconvenient, and you desire to attend at some other time, arrangements will be made.

I would appreciate an expression of your desire in the matter. May I suggest that you have someone on your staff contact Colonel Libby of my office, War Department extension 3573.

Respectfully yours,

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

DECLASSIFIED

AFOCR/Col. Brown/Ins/72702

DECLASSIFIED  
DDO MS

8 Jan. 8 20 June 1974

NA/HHC Doc 10-7-76

January 22, 1944

Honorable Henry A. Wallace,  
Vice President of the United States,  
United States Senate.

Dear Mr. Vice President:

An exhibit of the newly announced jet propelled airplane has been arranged at Bolling Field, D. C., Wednesday, 26 January 1944 at 3:00 p.m. A flight has been scheduled at 4:00 p.m., weather permitting.

I hope you will be able to attend this display because I believe you will find it very interesting.

I have invited the President and would be delighted if you could join the party.

If you can be present will you please have someone in your office call War Department extension 74331 or 72702.

Respectfully yours,

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

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~~SECRET~~  
DECLASSIFIED

AFOCR/Col. Brown/lmg/72702

January 22, 1944

DECLASSIFIED  
DDO Hqs  
8 Jan & 20 June 1974  
By A-11/HAC, Date 10-2-76

His Excellency,

The Ambassador of Great Britain.

Dear Mr. Ambassador:

An exhibit of the newly announced jet propelled airplane has been arranged at Bolling Field, D. C., Wednesday, 26 January 1944 at 3:00 p.m. A flight has been scheduled at 4:00 p.m., weather permitting.

I hope you will be able to attend this display because I believe you will find it very interesting.

I have invited the President and the Vice President and would be delighted if you could join the party.

If you can be present will you please have someone in your office call War Department extension 74331 or 72702.

Respectfully yours,

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

DECLASSIFIED

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DECLASSIFIED

AFOCR/Col. Brown/lmg/72702

January 22, 1944

DECLASSIFIED  
DDO Hqs  
8 Jan & 20 June 1974  
By A-11/HAC, Date 10-2-76

Admiral Ernest J. King, U.S.N.,  
Commander in Chief, U. S. Fleet and  
Chief of Naval Operations.

Dear Admiral King:

An exhibit of the newly announced jet propelled airplane has been arranged at Bolling Field, D. C., Wednesday, 26 January 1944 at 3:00 p.m. A flight has been scheduled at 4:00 p.m., weather permitting.

I hope you will be able to attend this display because I believe you will find it very interesting.

I have invited the President, the Vice President and the Secretary of Navy and would be delighted if you could join the party.

If you can be present will you please have someone in your office call War Department extension 74331 or 72702.

Sincerely yours,

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

~~SECRET~~  
DECLASSIFIED



DECLASSIFIED  
000 hrs.

8 Jan. & 20 June 1974  
by ALH/llh/lc Date 12-2-76

~~SECRET~~  
DECLASSIFIED

AFOCR/Col. Brown/lmg/72702

January 22, 1944

Admiral William D. Leahy, U.S.N.,  
Chief of Staff to the Commander in Chief of  
the Army and Navy.

Dear Admiral Leahy:

An exhibit of the newly announced jet propelled  
airplane has been arranged at Bolling Field, D. C.,  
Wednesday, 26 January 1944 at 3:00 p.m. A flight has  
been scheduled at 4:00 p.m., weather permitting.

I hope you will be able to attend this display  
because I believe you will find it very interesting.

I have invited the President, the Vice President  
and the Secretary of Navy and would be delighted if you  
could join the party.

If you can be present will you please have someone  
in your office call War Department extension 74331 or  
72702.

Sincerely yours,

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

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~~SECRET~~

DECLASSIFIED

AFOCR/Col. Brown/lmg/72702

DECLASSIFIED

000 hrs

8 Jan. & 20 June 1974

By ALV/HH LC Date 10-7-76

January 22, 1944

Honorable Frank Knox,  
Secretary of the Navy.

Dear Mr. Knox:

An exhibit of the newly announced jet propelled airplane has been arranged at Bolling Field, D. C., Wednesday, 26 January 1944 at 3:00 p.m. A flight has been scheduled at 4:00 p.m., weather permitting.

I hope you will be able to attend this display because I believe you will find it very interesting.

I have invited the President, the Vice President and the Secretary of War and would be delighted if you could join the party.

If you can be present will you please have someone in your office call War Department extension 74331 or 72702.

Sincerely yours,

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

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~~SECRET~~  
DECLASSIFIED

AFOCR/Col. Brown/lmg/72702

DECLASSIFIED

000 hrs

8 Jan. & 20 June 1974

By ALV/HH LC Date 10-7-76

January 22, 1944

General George C. Marshall, U.S.A.,  
Chief of Staff, U. S. Army.

Dear General Marshall:

An exhibit of the newly announced jet propelled airplane has been arranged at Bolling Field, D. C., Wednesday, 26 January 1944 at 3:00 p.m. A flight has been scheduled at 4:00 p.m., weather permitting.

I hope you will be able to attend this display because I believe you will find it very interesting.

I have invited the President, the Vice President and the Secretary of War and would be delighted if you could join the party.

If you can be present will you please have someone in your office call War Department extension 74331 or 72702.

Sincerely yours,

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

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~~SECRET~~

DECLASSIFIED

AFOCR/Col. Brown/lmg/72702

January 22, 1944

DECLASSIFIED  
ODD IWS  
8 Jan 6 20 June 1974  
By HHH/IC Dec 10-7-76

Honorable Henry L. Stimson,  
Secretary of War.

Dear Mr. Stimson:

An exhibit of the newly announced jet propelled airplane has been arranged at Bolling Field, D.C., Wednesday, 26 January 1944 at 3:00 p.m. A flight has been scheduled at 4:00 p.m., weather permitting.

I hope you will be able to attend this display because I believe you will find it very interesting.

I have invited the President and the Vice President and would be delighted if you could join the party.

If you can be present will you please have someone in your office call War Department extension 74331 or 72702.

Sincerely yours,

H. H. ANHOLD,  
General, U. S. Army,  
Commanding General, Army Air Forces.

DECLASSIFIED

~~SECRET~~

DECLASSIFIED  
SECRET

AFOCR/Col. Brown/lmg/72702

January 22, 1944

DECLASSIFIED  
ODD IWS  
8 Jan 6 20 June 1974  
By HHH/IC Dec 10-7-76

Honorable Robert F. Patterson,  
Under Secretary of War.

Dear Mr. Patterson:

An exhibit of the newly announced jet propelled airplane has been arranged at Bolling Field, D. C., Wednesday, 26 January 1944 at 3:00 p.m. A flight has been scheduled at 4:00 p.m., weather permitting.

I hope you will be able to attend this display because I believe you will find it very interesting.

I have invited the President, the Vice President and the Secretary of War and would be delighted if you could join the party.

If you can be present will you please have someone in your office call War Department extension 74331 or 72702.

Sincerely yours,

H. H. ANHOLD,  
General, U. S. Army,  
Commanding General, Army Air Forces.

DECLASSIFIED  
SECRET

REF ID: A66002  
DECLASSIFIED

FOCR/Col. Brown/lmg/72402

January 22, 1944

DECLASSIFIED

000 414

1 Jan & 20 June 1974

by SP4/MLJ/GC/DAW/10-7-76

Honorable Robert A. Lovett,

Assistant Secretary of War for Air.

Dear Mr. Lovett:

An exhibit of the newly announced jet propelled airplane has been arranged at Bolling Field, D. C., Saturday, 26 January 1944 at 3:00 p.m. A flight has been scheduled at 4:00 p.m., weather permitting.

I hope you will be able to attend this display because I believe you will find it very interesting.

I have invited the President, the Vice President and the Secretary of War and would be delighted if you could join the party.

If you can be present will you please have someone in your office call War Department extension 7431 or 72702.

Sincerely yours,

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

DECLASSIFIED

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~~SECRET~~  
~~DECLASSIFIED~~

AFOCR/Col. Brown/lmg/72702

DECLASSIFIED  
DDO HHS  
8 Jan. & 20 June 1974  
By: AKH/llhc Date: 10-7-76

January 22, 1944

Honorable John J. McCloy,  
Assistant Secretary of War.

Dear Mr. McCloy:

An exhibit of the newly announced jet propelled airplane has been arranged at Bolling Field, D. C., Wednesday, 26 January 1944 at 3:00 p.m. A flight has been scheduled at 4:00 p.m., weather permitting.

I hope you will be able to attend this display because I believe you will find it very interesting.

I have invited the President, the Vice President and the Secretary of War and would be delighted if you could join the party.

If you can be present will you please have someone in your office call War Department extension 74331 or 72702.

Sincerely yours,

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

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~~CONFIDENTIAL~~  
~~DECLASSIFIED~~

DECLASSIFIED  
DDO HHS  
8 Jan. & 20 June 1974  
By: AKH/llhc Date: 10-7-76

20 January 1944.

Major General William E. Lynd, U.S. Army,  
Commanding General, Fourth Air Force,  
180 New Montgomery Street,  
San Francisco, California.

Dear General Lynd:

Your personal letter of 5 January 1944, to General Giles, regarding the unsuitability of the P-39 for pilot training, has been received and, in General Giles' absence, I am making a reply thereto. It is regretted by every one in this headquarters that at the present time it is utterly impossible to replace P-39's with P-51's.

General Arnold has indicated that all P-38's and P-51's will be shipped overseas until all theater requirements are fulfilled, and then only will any be available for allocation to Training. As the situation now stands, it will be May or June before overseas and Third Air Force requirements for P-51's can be met.

I am inclosing copy of a letter forwarded to you several days ago relative to the same subject and suggesting that a number of P-40's could be made available to you very soon. However, it is my understanding that General Randall does not desire this type of aircraft.

This P-39 situation is just a case of our having to do the very best we can with the tools we have and I am sure that you will continue, as you have always done, to take all necessary measures to accomplish our mission with a minimum of accidents.

Sincerely yours,

L. S. KUTER,  
Brigadier General, U. S. A.,  
Acting Chief of the Air Staff.

Dispatched  
30- views  
AAG

File  
SK  
11/31/44  
Att.

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~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED  
DOD IHS

8 Jan & 20 June 1974

by ~~PL/14H UC~~ Date 10-7-76 AFACT/4

Major McLain/mga/5653

My dear Lynd:

I have your letter of 5 January 1944 regarding the unsuitability of the P-39 for pilot training and it is regretted by every one in this headquarters that at the present time it is utterly impossible to replace P-39's with P-51's.

General Arnold has indicated that all P-38's and P-51's will be shipped overseas until all theater requirements are fulfilled, and then only will any be available for allocation to training. As the situation now stands, it will be May or June before overseas and Third Air Force requirements for P-51's can be met.

I am inclosing copy of a letter forwarded to you several days ago relative to the same subject and suggesting that a number of P-40's could be made available to you very soon. However, it is my understanding that General Randall does not desire this type of aircraft.

This P-39 situation is just a case of our having to do the very best we can with the spoils we have and I am sure that you will continue, as you have always done, to take all necessary measures to accomplish our mission with a minimum of accidents.

Sincerely yours,

Major General Wm. E. Lynd  
Commanding, Fourth Air Force  
180 New Montgomery Street  
San Francisco, California

Copy to: General Giles (For files)

~~CONFIDENTIAL~~

*als als 452-11226*



OFFICE OF THE COMMANDING GENERAL  
HEADQUARTERS FOURTH AIR FORCE  
SAN FRANCISCO, CALIFORNIA

5 January, 1944

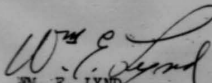
Major General Barney M. Giles, USA  
Chief of Staff, Army Air Forces  
War Department, Washington, D.C.

Dear Barney:

Not long ago, I mentioned in a personal letter the unsuitability of the P-38 for pilot training. Since then we have lost two more boys who were unable to recover from accidental spins.

Would like to make another appeal for the substitution of the P-51 for the P-39 as soon such a shift can be made. Pilots are not allowed to spin the P-39 or do other acrobatics, and as a result when they get in a spin, they dont come out of it. Wonder what the prospects of this are?

Sincerely,

  
WM. E. LYND  
Major General, U.S. Army  
Commanding



THIS PAGE IS DECLASSIFIED IAW EO 13526

HQ. AAF  
19 JAN 1944  
ACT MAIL SECTION

THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED

DECLASSIFIED  
DOO hrs.  
8 Jan & 20 June 1974  
By *AM/HH UC paw 10-7-74*

AFRAL  
WMS/BCR  
Wrtm 1-18-44  
Rm 3D103B  
Ext 72656

Major General William F. Lynd  
Commanding General, Fourth Air Force  
San Francisco, California

My dear Lynd:

Your letter of 13 December 1943, regarding the success of the measures you have taken in connection with violations of flying regulations in the Fourth Air Force, has been read with great interest. It seems that you are doing a fine job in this respect, and your efforts are very much appreciated both by General Arnold and myself.

With reference to the last paragraph of your letter, as you doubtless know we are continuing to suffer from an over-all shortage of fighters, not only in training but also in theaters. This is especially true of the P-38 and P-51, which are now being allocated entirely to active theaters at the direction of General Arnold. To enable us to obtain the fullest use possible of P-38 models now available in this country for training Air Service Command has established first priority on repair and maintenance of P-38 type aircraft. Progress of maintenance in sub-depots in the Fourth Air Force is now under your direct control. With additional P-38's and P-51's not available for training at this time, fighter training requirements will have to continue to be met largely with P-47's, P-39/63's and P-40's.

The Bell factory is in process of switching its production to the P-63 and it is estimated that production of the P-39 will cease in May. The first 26 P-63's available for training have been allocated to the Fourth Air Force. Meanwhile, we are using the remaining P-39 production to meet theater requirements where necessary and to help sustain the training program. I am gratified that you have been able to reduce your accident rate on P-39's to approximately what the P-38 rate in the Fourth Air Force was a year ago.

It is now estimated that we shall receive roughly 1800 P-40's this year, and it is expected to devote these almost entirely to training. An allocation of approximately 100 P-40's to Fourth Air Force in the first quarter can be arranged if you desire them.

Sincerely yours,

DECLASSIFIED

*Cur AB 492.1 1226*

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DECLASSIFIED

DECLASSIFIED  
DOD ltr  
8 Jan & 20 June 1974  
by AT/14/UC, Date 10-2-76

Allocation of Aircraft to Air Transport Command for First Six Months 1944.

Chief of the Air Staff

20 Jan 44

AC/AS, Operations, Commitments & Requirements

JJO'S/jia/6109 1

Attached hereto is reply to letter from the Air Transport Command, dated 6 January 1944, Subject: "Allocation of Aircraft to Air Transport Command for First Six Months 1944", prepared for your signature.

1 Attach  
1st Ind to  
ltr fm ATC

H. A. Craig  
Brigadier General, U. S. Army  
Asst. Chief of Air Staff  
Operations, Commitments & Requirements

*Handwritten:* 4501 1835

DECLASSIFIED

~~SECRET~~ 908 4501 1835

DECLASSIFIED

Basic: Ltr fm ATC dtd 6 Jan 1944,  
Subj: "Allo of A/C to ATC for 1st  
6 Months 1944"

DECLASSIFIED  
DOD ltrs  
8 Jan & 20 June 1974  
By AF/HH LC: Date 16-7-76

Lt. Col. J. J. O'Shea  
Rm 3D 1022 - 6109  
1-20-44  
jit

1st Ind.

AFRAL

HEADQUARTERS ARMY AIR FORCES, Washington 25, D. C. 25 JAN 1944

TO: Commanding General, Air Transport Command, Washington 25, D. C.

1. The Tactical Availability Report of combat and transport type aircraft becoming available to the Army Air Forces is revised monthly by the AC/AS, MM&D, and supersedes all previous estimates of availability. This monthly revision is necessary in order to reflect action by the Munitions Assignment Board, and the effect of shortages in the availability of raw materials, machine tools, and manpower upon production schedules.

2. The figures furnished by the Chief of Air Staff were based on informal information which has been superseded by the later and more accurate estimate dated 4 January 1944.

3. The latest estimate of C-54, C-67, and C-46 aircraft is included in the Tactical Availability Report dated 4 January 1944. The availability of these types for the first six months of 1944 is as follows:

	1944						TOTALS
	JAN	FEB	MAR	APR	MAY	JUN	
C-54	7	11	12	16	18	22	86
C-67	18	20	13	6	6	7	70
C-46	22	36	46	60	118	100	382

4. The availability of the above types of aircraft to the Air Transport Command is published monthly by this Headquarters in the Transport Aircraft Allocation Chart, and distributed to the Air Transport Command and the various divisions of the Air Staff to permit the planning agencies to adjust the flow of personnel, materials, and units, and make the necessary changes and commitments.

5. It is desired that for future planning the Air Transport Command use the availability figures of transport aircraft, allocated to the Air Transport Command, for the next twelve months in the Transport Aircraft Allocation Chart.

By command of General ARNOLD:

*Signature*  
L. S. KUTER,  
Brig. General, U. S. A.,  
Acting Chief of Air Staff.

AFRAL

AFRMM

AFPCR

DECLASSIFIED

COPY FOR CG, AAF

~~SECRET~~

*Al. AS 452-11223*

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 DOD IIS  
 8 Jan & 20 June 1974  
 BY 4414H UC Date 10-7-78

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ARMY AIR FORCES  
 Headquarters Air Transport Command  
 Washington 25, DC

AFATC/PL/QR/dam  
 8 January 1944

SUBJECT: Allocation of Aircraft to Air Transport Command for the  
 First Six Months of 1944  
 TO: Chief of Air Staff

1. Recent inquiry of the Office of AC/AS, OC&R, reveals that OC&R figures on planes tactically available for allocation to Air Transport Command in the first six months of 1944 show considerable reduction from those which on 10 December 1943 were indicated by the Chief of Air Staff to Commanding General, ATC, as the number of aircraft which would be allocated to ATC. For reference the contrasting figures are as follows:

	C-54		C-87		C-46	
	C/AS	OC&R	C/AS	OC&R	C/AS	OC&R
January	13	7	9	18	36	22
February	18	11	9	20	21	36
March	24	12	9	13	65	46
April	26	16	9	6	80	60
May	31	18	10	6	140	118
June	37	22	10	7	100	100
	149	86	56	70	442	382

2. The number of aircraft stated by the Chief of Air Staff to be available has been used by the Divisions of ATC for determining requirements of the Command, and Wings have been advised of the allocations of planes on which they could rely for the carrying out of their missions.

3. Plans for procurement of personnel and for construction of facilities have been predicated on the figures of Chief of Air Staff, and estimates have been submitted to the Finance Division for Budget purposes on the same basis.

4. Assurances have been given the Commanding General, AAF, that certain objectives could be reached, in the belief that ATC would be in possession on the dates indicated of the number of aircraft stated to be available. Many of these objectives, which are of strategical importance, cannot be reached, if planes are to be allocated to ATC in accordance with the most recent schedule issued by Commitments Division, AC/AS, OC&R.

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5. Particular reference is made to the reduced number of C-54's said to be available, this being the type of aircraft on which ATC is particularly dependent for its long-range missions.

6. The moderate increase in the proposed schedule of C-87's is welcome, but is only a limited offset to the reduction in the number of C-54's.

7. Reduction in the number of C-46's will be reflected in a limitation of the vital tonnage that can be carried from India into China when aircraft required for the support of strategical operations in the China-Burma-India Theater are diverted for that purpose in accordance with recent JCS directive.

8. It is urgently requested that steps be taken to assure to ATC the aircraft on which all its plans and commitments have been based, and that AG/AS, CC&R, be directed to arrange its allocations accordingly.

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

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Basic: Ltr fm ATC dtd 8 Jan 1944,  
Subj: "Allo of A/C to ATC for 1st  
6 months 1944."

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8 Jan & 20 June 1974

By: *[Signature]* 10, Date: 10-1-77

Lt. Col. J. J. O'Shea  
Rm 3D 1022 - 6109  
1-20-44  
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1st Ind.

AFRAL

HEADQUARTERS ARMY AIR FORCES, Washington 25, D. C. 25 JAN 1944

TO: Commanding General, Air Transport Command, Washington 25, D. C.

1. The Tactical Availability Report of combat and transport type aircraft becoming available to the Army Air Forces is revised monthly by the AC/AS, MM&D, and supersedes all previous estimates of availability. This monthly revision is necessary in order to reflect action by the Munitions Assignment Board, and the effect of shortages in the availability of raw materials, machine tools, and manpower upon production schedules.
2. The figures furnished by the Chief of Air Staff were based on informal information which has been superseded by the later and more accurate estimate dated 4 January 1944.
3. The latest estimate of C-54, C-57, and C-46 aircraft is included in the Tactical Availability Report dated 4 January 1944. The availability of these types for the first six months of 1944 is as follows:

	1944						TOTALS
	JAN	FEB	MAR	APR	MAY	JUN	
C-54	7	11	12	16	18	22	86
C-57	18	20	13	6	6	7	70
C-46	22	36	46	60	118	100	382

4. The availability of the above types of aircraft to the Air Transport Command is published monthly by this Headquarters in the Transport Aircraft Allocation Chart, and distributed to the Air Transport Command and the various divisions of the Air Staff to permit the planning agencies to adjust the flow of personnel, materials, and units, and make the necessary changes and commitments.
5. It is desired that for future planning the Air Transport Command use the availability figures of transport aircraft, allocated to the Air Transport Command, for the next twelve months in the Transport Aircraft Allocation Chart.

By command of General ARNOLD:

Signed  
L. S. EUTER,  
Brig. General, U. S. A.,  
Acting Chief of Air Staff

*[Handwritten signature]*

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ARMY AIR FORCES  
Headquarters Air Transport Command  
Washington 25, D. C.

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DOD IWS

8 Sep. &amp; 20 June 1974

By ALH/HHC, Date 10-7-76C  
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AFATC/PL/GR/dam  
8 January 1944

SUBJECT: Allocation of Aircraft to Air Transport Command for the  
First Six Months of 1944

TO: Chief of Air Staff

1. Recent inquiry of the Office of AC/AS, CC&R, reveals that CC&R figures on planes tactically available for allocation to Air Transport Command in the first six months of 1944, show considerable reduction from those which on 10 December 1943 were indicated by the Chief of Air Staff to Commanding General, ATC, as the number of aircraft which would be allocated to ATC. For reference the contrasting figures are as follows:

	C-54		C-87		C-46	
	C/AS	CC&R	C/AS	CC&R	C/AS	CC&R
January	13	7	9	18	36	22
February	18	11	9	20	21	36
March	24	12	9	13	65	46
April	26	16	9	6	80	60
May	31	18	10	6	140	118
June	<u>37</u>	<u>22</u>	<u>10</u>	<u>7</u>	<u>100</u>	<u>100</u>
	149	86	56	70	442	382

2. The number of aircraft stated by the Chief of Air Staff to be available has been used by the Divisions of ATC for determining requirements of the Command, and Wings have been advised of the allocations of planes on which they could rely for the carrying out of their missions.

3. Plans for procurement of personnel and for construction of facilities have been predicated on the figures of Chief of Air Staff, and estimates have been submitted to the Finance Division for Budget purposes on the same basis.

4. Assurances have been given to the Commanding General, AAF, that certain objectives could be reached, in the belief that ATC would be in possession on the dates indicated of the number of aircraft stated to be available. Many of these objectives, which are of strategic importance, cannot be reached, if planes are to be allocated to ATC in accordance with the most recent schedule issued by Commitments Division, AC/AS, CC&R.

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5. Particular reference is made to the reduced number of C-54's said to be available, this being the type of aircraft on which ATC is particularly dependent for its long-range missions.

6. The moderate increase in the proposed schedule of C-87's is welcome, but is only a limited offset to the reduction in the number of C-54's.

7. Reduction in the number of C-46's will be reflected in a limitation of the vital tonnage that can be carried from India into China when aircraft required for the support of strategical operations in the China-Burma-India Theater are diverted for that purpose in accordance with recent JCS directive.

8. It is urgently requested that steps be taken to assure to ATC the aircraft on which all its plans and commitments have been based, and that AC/AS, CC&R, be directed to arrange its allocations accordingly.

/s/ H. L. GEORGE  
Major General, U S A  
Commanding

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 DOD 105  
 8 Jan & 20 June 1974  
 By: HH Date: 10-7-76

21 JAN 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF (Through General Ferrin)

Subject: Fighter Airplane Range Extension Program  
 (Report No. 10)

1. There follows a current status report of progress in extending the radius of action of P-38J, P-47 and P-51 airplanes. This report is the tenth of a series initiated 7 September 1943, at your direction.

a. P-38J - As of 16 January 1944, the modification of P-38J and of P-38 airplanes at the Dallas Lockheed Modification Center was running five days behind schedule. This is because of the fact that the bad weather prevailing during the first week of this month prevented the delivery to the Modification Center of P-38J airplanes, which are handled as first priority. This condition having been overcome and sufficient airplanes now being on hand, it is expected that the January schedule of 295 airplanes will be met.

As of this date, complete requirements of all combat theaters for P-38J leading edge wing tank kits, in a total of 536, have been met by shipments from the factory as follows:

Air Force	Kits Shipped
5th	127
8th	234
10th	35
11th	8
12th	24
13th	84
14th	24
<b>Total</b>	<b>536</b>

b. P-51 - As of 16 January 1944, the modification of P-51 airplanes was proceeding on schedule. Out of the total of 556 airplanes requiring domestic modification, all except 21 had been delivered to modification centers. With the exception of such of these stragglers which fail to arrive in time, the P-51 portion of the Modification program should be completed 23 to 25 January 1944.

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 DOD 105  
 8 Jan & 20 June 1974  
 By: HH Date: 10-7-76

As of 16 January 1944, there had been shipped to the Eighth Air Force, a total of 262 eighty-five gallon fuselage tank kits - a complete satisfaction of its requirements. At the same time, sufficient kits were on hand at all modification centers to complete all projects.

The balance of North American's kit production will be devoted to the satisfaction of the U. A. F.'s requirement of 490, and to the initiation of a P-51C modification program at Dallas Modification Center, as described in Report No. 9.

c. P-47 - As of 16 January 1944, the status of P-47 wing adapter kit shipments versus requirements was as shown below:

Air Force	Requirements	Shipped	Balance
5th	300	130	250
7th	90	1	89
8th	950	458	492
12th	146	135	11
<b>Total</b>	<b>1966</b>	<b>724</b>	<b>842</b>

Eighth Air Force has advised that the quantity of kits on hand is sufficient to keep all of its modification facilities working to capacity until 15 February, therefore further shipments to U. K. have been suspended temporarily in order to meet the balance of other Air Force requirements. These should be satisfied by 29 January 1944. The remainder of U. K.'s requirement is scheduled for final shipment during the week ending 17 February 1944.

d. Shipping - As of 16 January 1944, a combined total of 920 modified P-38J and P-51 airplanes had been delivered to the Newark Port of Embarkation.

(1) 566 of the foregoing quantity were P-38J aircraft, 491 of which have been shipped to the Eighth Air Force.

(2) The balance of 354 airplanes delivered to Newark represents P-51's of which 261 have been shipped to the Eighth Air Force. There remain to be shipped to U. K. only 178 modified airplanes, in addition to a project for 113 P-51B-10's, equipped with the fuselage tank, in the factory production line.

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DDO (RS)

8 Jan & 20 June 1974

By: ALH/HHC Date: 0-7-76

2. Jettisonable Fuel Tanks - The supply of jettisonable fuel tanks for fighter aircraft to all Air Forces is now established on a semi-automatic basis. As indicated in Report No. 9, deliveries regularly being made are equal to or in advance of, the stated requirements of all Theaters.

The Newark Port of Embarkation alone, since 10 December 1943, has received and shipped an average of 1000 tanks, of all sizes, daily.

3. Future progress will be noted weekly in the Activities Report of this office.

O. P. ECHOLS  
Maj. General, U. S. A.  
Asst. Chief of Air Staff  
Material, Maintenance & Distribution

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*File  
@ 3 Feb 44*

*air 60452 / 1222*

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DOO ltr  
8 Jan. & 20 June 1974  
By ML/HA JC Data 19-7-76

Characteristics for Experimental Airplanes

Chief of Air Staff, Attn: Capt. L.V. Burgh, Rm SR-1036

18 January 44

AO/AS, M.M. & D., Materiel Division

1  
Mr. Gratchen/hbr:71180

Forwarded herewith are revised characteristics data sheets for the XE-97,  
XEQ-5 and XP-77 airplanes.

R. O. WILSON  
Colonel, Air Corps  
Chief, Development Engineering Branch

Incl:  
Data sheets of XE-97,  
XEQ-5 and XP-77.

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Air 462 1219

ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON 25, D. C.

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*Bombers*



ATTENTION:

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HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON

DDO IWS  
6 Jan. & 20 June 1974  
By NA 1111 AC Date 12-7-76

21 January 1944

*file*

*SAS  
for file  
W Jackson*

MEMORANDUM FOR GENERAL ARNOLD:

Subject: B-29 Production

1. A Joint Aircraft Committee paper was presented to General Jamison for action on Friday, 21 January, calling for a maximum increase in B-29 production. This estimated an additional 37 in 1944 (total 282) and 520 in 1945 (total 2410). In order to do this, laborwise, the Army Air Forces will receive 154 more B-17's in 1944 (total 3040) than we expected, and 504 (total 106) less in the first half of 1945. Since we are already over 833 B-17's in 1944, we will have difficulty in utilizing them. (This average is after giveaways.)

2. Generals Kuter, Vandenberg, Jamison and Perrin went over the project, contacted General Echols for concurrence and instructed General Jamison to vote for approval of the paper. This was done feeling that every effort must be made to produce the maximum number of B-29's.

*Edwin S. Perrin*

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

*RAF 4521 (216) B*

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*125452-1 (216) B*

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

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON, D. C.

8 Apr. & 30 June 1974  
by ALH/HAC Date 10-2-76

13 January 1944

MEMORANDUM FOR BRIGADIER GENERAL E. S. PERRIN,  
DEPUTY CHIEF OF AIR STAFF

SUBJECT: Status of B-29 Project

1. Reference your memorandum of January 9th on the above subject; a definite understanding had been made with the 20th Bomber Command as to what modifications are necessary on the B-29 airplane to make them operational. A detailed estimate as to the manhours required per airplane is now being prepared by Colonel Cover, Chief of the Modification Branch at Wright Field. A quick estimate indicates that it will require initially about 25,000 manhours per ship to accomplish these modifications. It is hoped and believed that this can be reduced materially after the modification lines are in production.

2. A great deal of the engineering data required for certain of these modifications is not yet available. All possible steps have been taken to accelerate obtaining this information. Certain items such as propeller feathering and de-icing will require additional flight testing before the final modifications on these items can be determined.

3. Colonel Cover is now in the process of making up a detailed schedule on modification. This schedule will show the date that each airplane is to go to each modification center and the estimated dates of completion. This schedule should be available within the next few days. The above does not contemplate the installation of the 4-gun turret in these airplanes as previously planned as, first, the experimental installation must be completed and flight tested, and it is now apparent that this and the installation and modifications connected therewith cannot be completed within the time limits available. It is my information that both General Wolfe and General Saunders did not desire that these airplanes be delayed for this modification, but that it be made in subsequent airplanes when practicable.

4. Installation of the 4-gun turret is being made at Marietta, Georgia on airplane serial No. 42-6205. Considerable difficulty has been encountered in the wiring on the central fire control in connection with this turret. However, I am informed that this has been overcome,

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Memo for Gen. Perrin (Cont'd)  
Subj: Status of B-29 Project

1/13/44

and this installation is expected to be completed by January 14th. After preliminary flight tests are made, it will be sent to Eglin Field for test.

5. Steps have been definitely taken to put this whole project back in channel and for the Materiel Command to assume the entire responsibility for modification, flight testing, service testing, and approval of changes. In accordance with instructions, no additional changes will be made on these airplanes unless approved by me personally.

6. As soon as definite modification schedules are available they will be furnished your office, and you will be kept informed of the progress made in connection with this project.

*O P Echols*

O. P. ECHOLS  
Major General, U.S.A.  
Asst. Chief of Air Staff  
Materiel, Maintenance & Distribution

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

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WAR DEPARTMENT

8 Jan & 20 June 1974  
By NA/111 (AC) DAW, No. 7-76

HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON, D. C.

4 January 1944

*Handwritten:*  
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Two letters  
SAs  
File  
*Signature*

MEMORANDUM FOR THE DEPUTY CHIEF OF AIR STAFF:  
(General Perrin)

Subject: Status of the B-29 Project.

I. Personnel

The shortage of 8,989 ground duty enlisted men as of 30 November has been reduced to 885. The requirement for 240 crews for the initial movement has been filled in all categories with the exception of Radar Operator Mechanic. One hundred and sixty-two are short in this category and action is being taken to make up this shortage by 15 January in order to complete 240 combat crews.

II. Training

As of 25 December, the 58th Wing had flown 4856 hours on the B-29 and 19,475 hours on the B-17. Thirty-one percent of the B-29 time has been at night with five hours of formation flying in B-29s at over 20,000 feet. The 58th Wing has now completed its individual training phase and moves into its unit training phase. The next week will show a large increase in the amount of formation flying and high altitude bombing.

III. Equipment

The Operations Division, WDGS, has authorized A-1-B-3 and A-1-B-5 priorities on all signal organizational equipment. A complete report has been requested as of 7 January of Army Service Forces to determine the extent to which these priorities will overcome or alleviate the estimated shortages. Shortages also are indicated for signal aircraft equipment (particularly RCM), certain fire control items, and D-7 tractors and machine shops for engineer units. These are production shortages and action to expedite their availability is being taken. AC/AS, MM&E has worked out a plan for theater overhaul of engines with a shipping schedule of spare engines by water and air to implement it. Engine availability is considered sufficient to support this plan and all plans and requirements are being coordinated with the theater.

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IV. General

Ten (10) P-51Bs have been supplied to the XX Bomber Command for a 30-day period of combined training. Pilots and ground crews were furnished by AFTAC and the airplanes furnished by the Third Air Force.

Twenty (20) C-87s set up to transport General Wolfe and 25 officers and men of the advanced echelon of the XX Bomber Command are ready and are moving toward Morrison Field. General Wolfe is at Morrison Field with four (4) C-87s, and it is estimated that he will depart on 6 January with all 20 of the airplanes.

Construction on five airfields in the Calcutta area has been started and construction on the Chinese fields is scheduled to start on 11 January. Requirements for tanks, pumps and accessories for fuel storage at Calcutta and the advanced airdromes in the forward area will be met on time.

V. Summary

The critical phase of the project at the present time is the construction of airfields in both areas due to the late implementation date and consequent late arrival of engineers in the theater. The 930th Engr. Avn. Regt. (less 3 Bns.), the 879th Airborne Engr. Avn. Bn., and the 1875th and 1877th Engr. Avn. Bns. are enroute to Bombay, arriving there early in February. Sixty-five percent of the organizational equipment for these units has left the United States and is due in Calcutta in early February. Action has been taken with the theater commander to provide engineer units from other activities in the theater in order that the construction of the airfields will not be delayed or retarded.

Airplane production and modification continue to be the single greatest critical item in the entire project. As of 15 December the modification program was placed in the normal channels by the XX Bomber Command. To date no modified airplanes have been produced from the modification centers. The first two of a total of 36 airplanes have been in the modification centers 48 days as of 30 December. A memorandum is being prepared setting forth the numbers of airplanes so delayed and will be presented to the Deputy Chief of Air Staff upon the arrival of General Saunders on Thursday.

*Change orders  
memorandum*

*William F. Jucker*

Colonel, Air Corps  
Deputy Asst. Chief of Air Staff  
Operations, Commitments & Requirements

B-29 Project Officer *K.A. [Signature]*

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DDO REF.  
4 Jan & 20 June 1974  
By ALJ/ltt G. Date 10-7-76

13 January 1944

MEMORANDUM FOR BRIGADIER GENERAL E. S. FERRIN,  
DEPUTY CHIEF OF AIR STAFF

SUBJECT: Status of B-29 Project

1. Reference your memorandum of January 9th on the above subject, a definite understanding had been made with the 20th Bomber Command as to what modifications are necessary on the B-29 airplane to make them operational. A detailed estimate as to the manhours required per airplane is now being prepared by Colonel Cover, Chief of the Modification Branch at Wright Field. A quick estimate indicates that it will require initially about 25,000 manhours per ship to accomplish these modifications. It is hoped and believed that this can be reduced materially after the modification lines are in production.

2. A great deal of the engineering data required for certain of these modifications is not yet available. All possible steps have been taken to accelerate obtaining this information. Certain items such as propeller feathering and de-icing will require additional flight testing before the final modifications on these items can be determined.

3. Colonel Cover is now in the process of making up a detailed schedule on modification. This schedule will show the date that each airplane is to go to each modification center and the estimated dates of completion. This schedule should be available within the next few days. The above does not contemplate the installation of the 4-gun turret in these airplanes as previously planned as, first, the experimental installation must be completed and flight tested, and it is now apparent that this and the installation and modifications connected therewith cannot be completed within the time limits available. It is my information that both General Wolfe and General Saunders did not desire that these airplanes be delayed for this modification, but that it be made in subsequent airplanes when practicable.

4. Installation of the 4-gun turret is being made at Marietta, Georgia on airplane serial No. 42-6205. Considerable difficulty has been encountered in the wiring on the central fire control in connection with this turret. However, I am informed that this has been overcome,

*for file 45-2,1 (1216)*

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Memo for Gen. Ferrin (Cont'd)  
Subj: Status of B-29 Project

1/13/44

and this installation is expected to be completed by January 14th. After preliminary flight tests are made, it will be sent to Eglin Field for test.

5. Steps have been definitely taken to put this whole project back in channel and for the Materiel Command to assume the entire responsibility for modification, flight testing, service testing, and approval of changes. In accordance with instructions, no additional changes will be made on these airplanes unless approved by me personally.

6. As soon as definite modification schedules are available they will be furnished your office, and you will be kept informed of the progress made in connection with this project.

O. P. HOWLS  
Major General, U.S.A.  
Asst. Chief of Air Staff  
Materiel, Maintenance & Distribution

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8 Jan & 20 June 1974  
By SP4/HJC Date 10-7-76

13 January 1944

AFDAS  
ESP/eva/6371

MEMORANDUM TO GENERAL ECHOLS:

Subject: B-29 Modification

Information is requested as to the action being taken by AC/AS, Material, Maintenance and Distribution, to assure speedy modification of the B-29 airplanes in order that the training and departure schedules may be met.

By command of General ARNOLD:

*Signature*

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

*Dispatched*  
14 JAN 1944  
ARC

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Ref No 452-1 (1215)

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

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DDO 112  
8 Jan. & 20 June 1974  
By: NAJ/HHJ JAC Date: 10-2-76

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

AFDMA-2

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF

SUBJECT: Shipment of Two Spitfire 9's From the U.K. for  
Installation of Long Range Tanks.

1. Reference the two Spitfire 9's shipped from the United Kingdom to the United States for installation of long range tanks, all arrangements in the United States have been completed and when the airplanes arrive at Newark they are to be shipped direct to Wright Field, Dayton, Ohio, and work started.

2. The Air Traffic Division made a survey on 1 February 1944 and found that the two airplanes in question had not left England. The British Air Commission is sending a cable to London requesting the number of the boat and the date it will leave. This information will be furnished to this office.

*OPEchols*

O. P. ECHOLS,  
Major General, U. S. A.,  
Assistant Chief of Air Staff,  
Materiel, Maintenance and Distribution.

*AW 45211*  
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HQ. AAF  
3-FEB 1944  
CLASSIFIED MAIL SECTION

*Class Mail  
3 Feb  
1944*

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DD Form  
1 May 4, 20 June 1974  
By: SL/HR JCD Date: 10-7-96

HEADQUARTERS ARMY AIR FORCES

TALLY NO.	
FILE NO.	

**ROUTING AND RECORD SHEET**

SUBJECT: **Mock-up Installation of Long Range Tanks in Spitfire 9's**

TO: **AC/AS, MM&D** DATE **13 Jan 44**  
 FROM: **Deputy Chief of Air Staff** COMMENT NO. 1  
**ESP/eva/6371**

1. Telephone conversation with General Giles indicates that two new Spitfire 9's with all equipment will be sent by boat to the United States within the next four or five days. General Giles desires that these airplanes be assembled in Newark and immediately flown to the Materiel Command in order that mock-up installations of long-range tanks may be made. This project is to have a very high priority.
2. Please advise this office when the aircraft are received, and what your plans are for this project.

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

*See A/C 453.1 (1214)*

TO: Chief of Air Staff Date: **22 Jan. 1944**  
 ATTN: Brig. Gen. E.S.Perrin, Deputy Chief of Air Staff  
 FROM: AC/AS, MM&D Comment No. 2  
**AFDMA 21/Cert. Russen/lb/6330**

1. A directive has been forwarded to the Materiel Command stating that two new Spitfire 9's are to be delivered to the Materiel Command and that a project is to be initiated to increase both the internal and external fuel capacity to a maximum. It has also been directed that highest priority should be given this project. Plans as to the procedure to be followed in expediting this project are at present being formulated by the Materiel Command and will be forwarded in the near future.
2. The date of arrival of these airplanes is not known at this time but will be forwarded upon its receipt in this office.

*OP Echols*  
**O. P. ECHOLS**  
 Major General, U.S.A.,  
 Asst. Chief of Air Staff  
 Materiel, Maintenance and Distribution.

1 Att.  
 Copy of Directive, dtd. 14 Jan. 1944

JAN 24 1944 AM



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11-10-1944

HQ AAF

JAN 14 1944

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DDO WRS  
8 Jan & 20 June 1974  
By SP4/RS/DC Date 10-7-76 AFDMA-2  
14 January 1943

Shipment of Two Spitfire 9's to Wright Field

Commanding General, Materiel Command  
Wright Field, Dayton, Ohio

Attention: Technical Executive.

1. The following is a paraphrase of a cable received this date from London:

"This Headquarters has completed arrangements for British to ship via fastest available transportation to the United States two (2) Spitfire 9's. These airplanes are operationally complete and are accompanied by drawings and stress analysis. It is recommended these airplanes be sent to Wright Field and engineering be initiated to increase both the internal and external fuel capacity to the maximum. Highest priority should be given this project."

2. It is requested that necessary action be initiated to comply with the above cable upon receipt of the two airplanes.

By Command of General ARNOLD:

R. C. WILSON  
Colonel, Air Corps,  
Chief, Devel. Engr. Br., Materiel Div.,  
Office, Asst. Chief of Air Staff,  
Materiel, Maintenance and Distribution

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1 Jan & 20 June 1974  
By NA/1111 JC. Date 0-7-76

Mock-up Installation of Long Range Tanks in Spitfire 9's

AG/AS, MRRD

13 Jan 44

Deputy Chief of Air Staff

1  
ESP/eva/6371

1. Telephone conversation with General Giles indicates that two new Spitfire 9's with all equipment will be sent by boat to the United States within the next four or five days. General Giles desires that these airplanes be assembled in Newark and immediately flown to the Material Command in order that mock-up installations of long-range tanks may be made. This project is to have a very high priority.

2. Please advise this office when the aircraft are received, and what your plans are for this project.

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

Dispatched  
14 JAN 1944  
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8 Apr. & 20 June 1974  
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AFDAS  
ESP/eva/6371

12 January 1944

MEMORANDUM TO AC/AS, MATERIEL, MAINTENANCE & DISTRIBUTION:  
Attention: General Moyers

Subject: Availability of Airplanes for Strategic Reserve Required by Victory Program Troop Basis.

Referring to your memorandum of 8 January 1944 regarding the above subject and confirming decision reached in conference between representatives of your office, AC/AS, Plans, and this office, it is directed that a study be made to determine:

1. What additional manufacturing facilities must be obtained in order to fill the strategic reserve during the calendar year 1944.
2. The date, by type (i.e., heavy bombers, medium bombers, light bombers, fighters, etc.), that the strategic reserve requirements might be met without additional manufacturing facilities.

By command of General ARNOLD:

Signed

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

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*File at 13 Jan 44*  
*as as 452. 1/12/2*

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DDO WTS  
8 Apr. & 20 June 1974  
By: NLS/HITAC/Doc/10-2-76

Requirements for A-25 and A-35 Airplanes

AC/AS - Materiel, Maintenance & Distribution

11 Feb 1944

Deputy Chief of the Air Staff

WFR/1a/5265 9

- 1. Noted.

HOYT S. VANDERBERG  
Brigadier General, U.S.A.  
Deputy Chief of the Air Staff

Dispatched  
12:30pm  
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8 Sep & 30 June 1976  
By: ALH/AMC Date: 10-9-76

Requirements for A-25 and A-35 Airplanes.

AC/AS, Operations, Commitments and Requirements.

12 Jan. 1964

Deputy Chief of Air Staff (General Vandenberg).

HSV/gmd/5265

1. Reference paragraph 3, Comment No. 2, the A-25 and A-35 Production has been up before the Requirements Board three times, and each time the decision originally made has been adhered to. That was to allow the production to continue as presently scheduled in order to maintain factory personnel so that the change-over to F-35's could be accomplished without delay. The Asst. Chief of Air Staff, Materiel, Maintenance and Distribution, is affecting the change-over as rapidly as possible and production will be continued only long enough to insure the most rapid production of F-35's, considering all factors.

2. Please advise this office as to how you propose to dispose of the A-25 and A-35 aircraft.

Dispatched  
12:10 PM  
AAG

HOTT S. VANDENBERG,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

452-1 (12-11)

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452-1 (12-11)

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8 Jan. & 20 June 1974  
By 441/441 AC: Dams (C-2-76)

Status of the B-29 Project.

AC/AS, Operations, Commitments and Requirements.  
Deputy Chief of Air Staff (General Vandenberg).

18 Jan. 1944

HSV/gwd/5265 1

1. Request information as to whether or not the thirty-nine (39) air crews, still to have been completed as of 11 January, are now O.K., and as to whether or not the 106 signal items and engineer items are now made up. Also, did the organizational equipment, due at the POB by 15 January, arrive in time? What is the present status of APQ-13 shortages?

2. What is your plan now for presenting to General Arnold the problem of the B-29's in modification centers?

HOYT S. VANDENBERG,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

Dispatched  
19 JAN 1944  
MSB

Incl:  
Memo, dtd. 1/11/44, frm.  
AC/AS, O&AR, to APDAS,  
above subject.

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8 Jan & 20 June 1974  
By AT/1111 AC Date 10-7-76

Demonstration of P-59.

AC/AS, M&M  
Attn: General Chidlaw  
Deputy Chief of Air Staff

11 Jan 44

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ESP/eva/6371

Referring to our telephone conversation regarding the demonstration in Washington of the P-59, it is directed that you investigate the possibilities and notify this office as to the earliest practicable date that such a demonstration could be held.

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

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8 Jan & 20 June 1974  
By AT/1111 AC Date 10-7-76

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Availability of Airplanes for Strategic Reserve Required by Victory Program Troop Basis

AC/AS, O&R

Deputy Chief of Air Staff

12 Jan 44

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ESP/eva/6371

It is directed that your Programs Unit furnish representatives of AC/AS, M&M the necessary data to plan the airplane and equipment requirements as indicated by General McNarney.

2 Incls  
1-SECRET memo for CAS fr  
M&M this subj dtd 8 Jan 44.  
2-SECRET memo for CG/AAF fr  
Gen. McNarney dtd 1 Jan 44  
subj: Changes in Supply Pro-  
cedure and Supply Levels.

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

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8 Jan 6 20 June 1974

By AN/SHIC Date 10-7-76

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WB-1 Model Airplanes - Assignment of

AC/AS, Plans - Combined & Joint Staff Division  
Attn: Brig. General Mansell  
Deputy Chief of the Air Staff

24 Jan 1944

1

1. The attached paper has been taken up with General Euter, and both of us feel that this action recommended would be very unsound in view of the Chief's expressed desire for additional transports. However, if it is integrated into the picture and it is definitely shown that this type, i.e. range and load carrying capacity is in excess of our requirements, we might get by with it.

2. General Euter agrees that it should be taken into the overall picture of requirements for '44 and '45, and your recommendation on the proposed action recommended be returned to the Chief of the Air Staff for final consideration.

Incl:  
Memo for C/AS  
w/incl.

HOYT S. VANDENBERG  
Brigadier General, U. S. Army  
Deputy Chief of the Air Staff

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25 JAN 1944  
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ODD 175  
8 Jan 6 30 June 1974  
By BLM/114 JC Date 10-2-76

**Long Range Escort Fighter Losses.**

Colonel Thornton

1/9/44

General Euter

1.

In a discussion in General McEaney's office this morning, it was suggested that losses of long range escort fighters will now be greater than previous experience indicates when the same type airplane has flown short range missions, due to the reduced fighting efficiency caused by added tankage and gasoline.

Please examine the data that may now be available on this subject including the P-47, P-51 and P-38 type aircraft. It is particularly desirable to get a statement of the losses and claims by P-38's with small gas capacity versus P-38's with large gas capacity. Any other statistical items pertaining to this subject will be appreciated.

L. S. EUTER  
Brigadier General, U.S.A.

CG:  
General Vandenberg  
O.C.A.E.  
Colonel Leutschmeier

Dispatched  
10 JAN 1944  
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8 Jan & 20 June 1974  
by NAJ/HH ic David C-7-76

9 January 1944

AFDAS  
ESP/eva/6371

MEMORANDUM TO MAJOR GENERAL O. P. ECHOLS,  
AC/AS, MATERIEL, MAINTENANCE & DISTRIBUTION;

Subject: Status of the B-29 Project

1. The following comment was made in the January 4th report of the B-29 project:

"V. Summary

"Airplane production and modification continue to be the single greatest critical item in the entire project. As of 15 December the modification program was placed in the normal channels by the XI Bomber Command. To date no modified airplanes have been produced from the modification centers. The first two of a total of 36 airplanes have been in the modification centers 48 days as of 30 December. A memorandum is being prepared setting forth the numbers of airplanes so delayed and will be presented to the Deputy Chief of Air Staff upon the arrival of General Saunders on Thursday."

2. It is felt that some rather drastic action should be taken in order to speed up the modification of these airplanes. It is realized that a large majority of these modifications are change orders that were put in by General Wolfe; however, now that General Wolfe is gone, all change orders should be personally approved by you and, in accordance with the policy recently established by General Giles, held to an absolute minimum.

By command of General ARNOLD:

Dispatched  
10 J/N 1944  
AMS

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

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8 Jan. & 20 June 1974  
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8 Jan. & 20 June 1974  
By ALH/HH MC Date \_\_\_\_\_

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AFAPS/S 452.1

4 January 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

SUBJECT: Study of P-39 in Comparison with Other  
Fighter Aircraft

1. Discussion:

1. Examination has shown the P-39 to be outstanding in the production of Group I accidents. Hence, it seemed desirable to make a study of this and other fighter aircraft.

2. In this study the accident proneness of the P-39 has been compared to the four other fighters. Accidents resulting from spins and stalls, certain landing and take-off accidents, tendency to catch on fire and structural failure which were considered to be related to design and flying characteristics, were used for the comparison. The period selected for study included July thru October 1943. This period reflects the most stable conditions for a comparative study of fighter aircraft, as the effect of weather is reduced to a minimum, and the latest experience with all types was obtainable. In the study, rates are expressed for 100,000 flying hours. This index was adopted instead of the customary base of 1,000 hours in order to express the rates in whole numbers instead of decimals, which often obscure the real significance of rates.

3. Examination of the rate of all fatal and wreck accidents for the five types of fighter planes included in this study reveals that with the exception of the comparatively low rate of the P-47, rates are closely comparable for both fatal accidents and accidents resulting in complete wrecks:

Aircraft	Rate Per 100,000 Hours	
	Fatal	Wreck
P-39	38	86
P-38	32	84
P-40	32	81
P-47	16	45
P-51	30	86

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AFAPS/B 452.1

Memo to Chief of Air Staff, 4 Jan 44

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By ALJ/lth/c. Date 10-7-74

4. However, marked differences in the rates from plane to plane appear when all accidents are considered. The number of accidents and the rate per 100,000 hours of flying are:

<u>Aircraft</u>	<u>Number of Accidents</u>	<u>Rate (100,000 Hours)</u>
P-39	401	211
P-38	171	164
P-40	407	284
P-47	353	137
P-51	90	222

5. Now, considering only that general group of accidents in which aircraft design and flying characteristics play an important part, the relationships are as follows:

<u>Aircraft</u>	<u>Rates per 100,000 Hours</u>		
	<u>Total</u>	<u>Damage</u>	<u>Wreck</u>
P-38	43	18	25
P-39	53	18	35
P-40	102	78	24
P-47	44	31	13
P-51	62	42	20

These figures appear to indicate that the P-40 is the most accident-prone fighter plane. By far the largest number of damage accidents involve P-40's. However, in the much more serious category of complete wrecks, the P-39 has the poorest record by a wide margin.

6. Division of accidents which reflect plane characteristics into principal accident types shows the following rates, which apply to all the fighter aircraft included in the study:

<u>Type of Accident</u>	<u>Rate (100,000 Hours)</u>
Spins and Stalls	19
Landing (groundloops, noseovers & noseups & landing gear failures only)	27
Take-off (groundloops, noseovers & noseups only)	3
Fire	6
Structural failure	4

It is evident that spins and stalls and landing accidents make up the largest part of those fighter aircraft accidents considered to be related to the characteristics of the plane.

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8 Jan & 20 June 1974  
By NH/HLL, Date 10-7-76

Memo to Chief of Air Staff, 4 Jan 44

7. The rates for accidents which reflect plane characteristics are shown for each plane in the table below.

Type of Accident	Rates per 100,000 Hours				
	P-39	P-38	P-40	P-47	P-51
Spins & Stalls	30	16	30	7	10
Landings (groundloops, noseovers & noseups & landing gear failures)	12	11	55	26	44
Take-off (groundloops, noseovers & noseups)	-	1	5	5	-
Fire	6	9	8	3	7
Structural failure	5	6	4	3	-

The P-39 and P-40 are predominate in spins and stalls. Landing accidents most frequently involve the P-40, P-47 and P-51. The P-39 and P-38 show a proportionately low rate for landing accidents. This clearly demonstrates the superiority of the tricycle landing gear. Landing accidents in the P-40, P-47 and P-51 appear to be related to the spacing of landing wheels on the conventional landing gear. The P-40 is equipped with the most narrowly spaced wheels, which accounts for the large number of accidents of this class. The superiority of the P-38 and P-39 is again demonstrated in the take-off accident rates. The tendency for planes equipped with liquid cooled engines to catch fire is indicated by the rates shown. Structural failure predominates in the P-39, P-38 and P-40.

8. The table below washes out all damage accidents, showing only complete wrecks attributable to the types of accidents used in the comparison.

Type of Accident	Rates per 100,000 Hours				
	P-39	P-38	P-40	P-47	P-51
Spins & Stalls	25	13	14	6	5
Landings (groundloops, noseovers & noseups & landing gear failures)	1	-	2	2	10
Take-off (groundloops, noseovers & noseups)	-	-	1	-	-
Fire	5	8	6	3	5
Structural failure	4	4	1	2	-

These figures show that most of the wrecks involving P-39s are in the single category of spins and stalls, and that nearly 40% of all wrecks from spins and stalls occur to this fighter. While the rate of spins and stalls is second highest among all types of accidents considered, they are by far the most serious accident. (See Paragraph 6)

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Memo to Chief of Air Staff, 4 Jan 44

9. Further analysis of spins and stalls shows that, unlike other fighters, the P-39 has a tendency to go into high altitude spins and stalls in full flight without engine failure. The detailed breakdown of spins and stalls follows:

Type of Accident	Wreck Accidents - Rate Per 100,000 Hours				
	P-39	P-38	P-40	P-47	P-51
Spins and Stalls	25	13	14	6	5
A. In full flight	21	6	8	2	
1. High altitude (*)	20	5	8	2	
a. With engine failure	2	2	1		
b. Without engine failure	18	3	6	2	
c. Engine performance undetermined	1		1		
2. Low altitude	1	1	1		
B. Landing, take-off and Forced Landing	5	8	6	4	5

\* Altitude high enough to permit recovery from controlled spin or stall.

Further evidence is offered in accidents of unspecified type in which stalls, uncontrolled dives, uncontrolled spins, and loss of control at some particular speed or during some particular maneuver were noted. The rates per 100,000 hours for wreck accidents in which one or more of the above was present are:

Aircraft	Rate
P-39	20
P-38	5
P-40	7
P-47	3
P-51	9

That spins and stalls have persisted despite modification in design and restrictions in use, is shown by the monthly trend of these accidents involving P-39s. The table below shows the number of such accidents reported from July thru December 1943.

Spins and Stalls	Number of Accidents		
	Total	Fatal	Wreck
July	18	10	16
August	18	10	16
September	10	5	8
October	11	5	7
November	15	8	9
December	12	9	12

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Memo to Chief of Air Staff, 4 Jan 44

10. The destructiveness of spins and stalls at high altitude without engine failure is shown by the fact that in all fighters, every accident of this type resulted in a complete wreck. Thus, 18 spins and stalls involving P-39s at high altitude without engine failure resulted, in each 100,000 flying hours, in 18 completely wrecked P-39s. This accident is particularly vicious because no recovery from spins of this type appears possible. Two-thirds of the wreck accidents are fatal, the margin between fatal and non-fatal accidents, depending on the ability of the pilot to bail out successfully. No other type of accident results in as many wrecks to P-39s as this single type. The rate of destruction to P-39s from spins and stalls at high altitude without engine failure is six times as great as in P-38s, three times as great as in P-40s and nine times as great as in P-47s.

11. The tendency of the P-39 to go into uncontrollable spins and to stall at high speed is well established. Technical orders and service bulletins aimed at combatting these characteristics have been issued. The plane design has been altered and ballast has been added to move the center of gravity forward. Flight restrictions have been imposed and the tail strengthened to compensate for the rearward c.g. Thus, to the unsafe, or at least tricky, characteristics of the P-39 has been added the adverse effect of restricting its use and prohibiting the full schedule of missions in training. Field observation indicates that a lowering of the morale of pilots assigned to this fighter has been another serious result.

## II. Conclusions.

The facts revealed by this study, supported by observation and experience of the Regional Safety Officers of the Office of Flying Safety, indicate that the P-39 apparently is not adaptable to student training because of the following indicated faults:

- a. Lack of maneuverability due to flight restrictions which have necessarily been imposed.
- b. Bad spinning characteristics, with a tendency to flatten out after approximately three turns.
- c. Tendency toward high speed stalls, which result in snap rolls when pull-outs are attempted.
- d. Extremely critical center of gravity location which is materially affected by rapid changes in load.
- e. The flight characteristics and reputation of the P-39 cause apprehension and consequent lowering of efficiency and morale among students assigned to this aircraft.

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8 Jun & 20 June 1974

By *NA/RH* IC Date *10-2-76*

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Memo to Chief of Air Staff, 4 Jan 44

III. Recommended action.

1. In view of the evidence presented, and the observations of Regional Safety Officers, the Office of Flying Safety recommends that the P-39 be withdrawn from all training activities.

3 Attachments:

- 1-Table of numbers of spin and stall accidents to P-39, 1 Jul to 31 Dec 43.
- 2-Table of Rates of accidents to fighter aircraft.
- 3-Table of number of accidents to fighter aircraft

GEORGE C. PRICE, Col, Air Corps,  
Chief, Flying Safety

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CONTINENTAL U. S. ARMY AIR FORCES—FLYING ACCIDENTS  
 NUMBERS OF P-39 ACCIDENTS INVOLVING SPINS AND STALLS  
 JULY THRU DECEMBER, FISCAL YEAR 1944

SPECIFIC NATURE (TYPE OF ACCIDENT)	ALL ACCIDENTS						FATAL ACCIDENTS						FATALITIES						WRECK ACCIDENTS						
	July	Aug.	Sept.	Oct.	Nov.	Dec.	July	Aug.	Sept.	Oct.	Nov.	Dec.	July	Aug.	Sept.	Oct.	Nov.	Dec.	July	Aug.	Sept.	Oct.	Nov.		
I Spins and Stalls	18	18	10	11	15	12	10	10	5	5	8	9	10	10	5	5	8	9	16	16	8	7			
A. In Full Flight	15	13	7	4	9	11	9	7	4	2	8	8	9	7	4	2	8	8	15	13	7	4			
1. High Altitude	15	13	6	4	7	8	9	7	4	2	6	8	9	7	4	2	6	8	15	13	6	4			
a. With Engine Failure	1	1	1				1	1				1	1	1				1	1	1					
b. Without Engine Failure	13	12	5	4	4	7	7	6	4	2	3	7	7	4	2	3	7	13	12	5	4				
c. Engine Performance Undetermined	1				3	1	1				3	1	1				3	1	1						
2. Low Altitude			1		2	3					2						2				1				
a. With Engine Failure						3																1			
b. Without Engine Failure			1		2	3					2						2					1			
c. Engine Performance Undetermined																									
B. In Landing	2	3	3	4	5	1		1	1	1		1		1	1	1		1		1	1	1			
1. With Engine Failure																									
2. Without Engine Failure	2	3	3	4	5	1		1	1	1		1		1	1	1		1		1	1	1			
3. Engine Performance Undetermined																									
C. In Take-Off	1	1		2	1		1	1		1			1	1		1			1	1		1			
1. With Engine Failure	1	1		1			1	1		1			1	1		1			1	1		1			
2. Without Engine Failure				1	1																				
3. Engine Performance Undetermined																									
D. Other—Forced Landing		1		1				1		1			1		1					1		1			

Status: 1 January 1944  
 Office of Flying Safety  
 Research and Statistics Division

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CONTINENTAL U. S. ARMY AIR FORCES—FLYING ACCIDENTS  
 NUMBERS OF P-39 ACCIDENTS INVOLVING SPINS AND STALLS  
 JULY THRU DECEMBER, FISCAL YEAR 1944

SPECIFIC NATURE (TYPE OF ACCIDENT)	ALL ACCIDENTS						FATAL ACCIDENTS						FATALITIES						WRECK ACCIDENTS					
	July	Aug.	Sept.	Oct.	Nov.	Dec.	July	Aug.	Sept.	Oct.	Nov.	Dec.	July	Aug.	Sept.	Oct.	Nov.	Dec.	July	Aug.	Sept.	Oct.	Nov.	Dec.
Spins and Stalls	18	18	10	11	15	12	10	10	5	5	8	9	10	10	5	5	8	9	16	16	8	7	9	12
In Full Flight	15	13	7	4	9	11	9	7	4	2	8	8	9	7	4	2	8	8	15	13	7	4	9	11
1. High Altitude	15	13	6	4	7	8	9	7	4	2	6	8	9	7	4	2	6	8	15	13	6	4	7	8
a. With Engine Failure	1	1	1				1	1					1	1					1	1	1			
b. Without Engine Failure	13	12	5	4	4	7	7	6	4	2	3	7	7	6	4	2	3	7	13	12	5	4	4	7
c. Engine Performance Undetermined	1				3	1	1				3	1	1				3	1	1				3	1
2. Low Altitude			1		2	3					2						2				1		2	3
a. With Engine Failure																								
b. Without Engine Failure					2	3															1		2	3
c. Engine Performance Undetermined			1								2										1			
In Landing	2	3	3	4	5	1	1	1	1			1	1	1	1	1		1	1	1	1	1		1
1. With Engine Failure																								
2. Without Engine Failure	2	3	3	4	5	1	1	1	1			1	1	1	1	1		1	1	1	1	1		1
3. Engine Performance Undetermined																								
In Take-Off	1	1		2	1		1	1		1			1	1		1			1	1		1		
1. With Engine Failure	1	1		1	1		1	1		1			1	1		1			1	1		1		
2. Without Engine Failure				1																				
3. Engine Performance Undetermined																								
Other—Forced Landing		1		1				1		1				1		1				1		1		

Status: 1 January 1944  
 Office of Flying Safety  
 Research and Statistics Division

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CONTINENTAL U. S. ARMY AIR FORCES— FLYING ACCIDENTS  
 COMPARISON OF SELECTED FIGHTER AIRCRAFT  
 RATES BY SPECIFIC NATURE UNDER DAMAGE AND INJURY CLASSIFICATION  
 (RATES BASED ON 100,000 FLYING HOURS)  
 JULY THRU OCTOBER, FISCAL YEAR 1944

SPECIFIC NATURE (TYPE OF ACCIDENT)	DAMAGE CLASSIFICATION																					
	TOTAL					BOTH DAMAGE — OVERALL					SERIOUS					FATAL						
	P-39	P-38	P-40	P-47	P-51	P-39	P-38	P-40	P-47	P-51	P-39	P-38	P-40	P-47	P-51	P-39	P-38	P-40	P-47	P-51		
(Total)	53.	43.	102.	44.	62.	18.	18.	78.	31.	42.	35.	25.	24.	13.	20.	17.	12.	7.	4.		2.	4.
I Spins and stalls	30.	14.	30.	7.	10.	5.	3.	16.	1.	5.	25.	13.	14.	6.	5.	16.	9.	7.	3.		1.	2.
A. In Full Flight	21.	6.	9.	2.				1.			21.	6.	8.	2.		12.	4.	6.	0.		1.	
1. High Altitude	20.	5.	8.	2.				1.			20.	5.	8.	2.		12.	3.	5.	0.		1.	
a. With Engine Failure	2.	2.	1.					1.			2.	2.	1.			1.	2.	1.	0.			
b. Without Engine Failure	18.	3.	7.	2.							18.	3.	7.	2.		10.	1.	3.	0.		1.	
c. Engine Performance Undetermined	1.		1.								1.		1.			1.		1.	0.			
2. Low Altitude	1.	1.	1.								1.	1.	1.				1.	1.	0.			
a. With Engine Failure																						
b. Without Engine Failure	1.	1.	1.								1.	1.	1.				1.	1.	0.			
c. Engine Performance Undetermined																						
B. In Landing	6.	7.	18.	3.	5.	5.	3.	15.	1.	5.	2.	4.	3.	3.		2.	2.		2.			1.
1. With Engine Failure		3.										3.					1.					1.
2. Without Engine Failure	6.	3.	18.	3.	5.	5.	3.	15.	1.	5.	2.	3.	2.			2.			2.			
3. Engine Performance Undetermined		1.	0.								1.						1.		0.			
C. In Take-Off	2.	2.	1.	1.	2.	1.					2.	2.	1.	1.	2.	2.	2.	1.				
1. With Engine Failure	2.	2.	1.			1.					2.	2.	1.		2.	2.	2.	1.				
2. Without Engine Failure	1.		0.	2.		1.							0.	2.				1.				
3. Engine Performance Undetermined			0.										0.					1.				
D. Other—Parved Landing	1.	2.	1.	1.	2.						1.	2.	1.	2.		1.	1.		0.			1.
II Landing Accidents	12.	11.	59.	26.	44.	12.	11.	53.	24.	39.	1.		2.	10.								
A. Groundloops (not caused by partial extension of landing gear, during landing roll)	1.	2.	29.	5.	22.	1.	2.	23.	5.	20.			2.	2.								
B. Nose over and nose up. Occurs during landing roll	4.	4.	15.	14.	22.	3.	4.	15.	15.	15.	1.		2.	7.								
C. Landing gear failure (retracted or failed during landing) Includes only cases where wheels had previously reached full down position	0.	4.	15.	5.		0.	4.	15.	5.													
III Take-Off Accidents		1.	3.	3.				3.	3.				1.	0.								
A. Groundloops (not caused by partial retraction of landing gear)			3.	3.				3.	3.				0.									
B. Nose over and nose up.		1.	1.	2.			1.	1.	2.				1.									
IV Fire	6.	9.	8.	3.	7.	1.	1.	1.	0.	2.	5.	8.	6.	3.			1.		0.		1.	2.
A. In Air	5.	8.	7.	2.	7.	1.	1.	1.	0.	2.	5.	7.	6.	2.			1.		0.		1.	2.
B. On Ground	1.		1.	0.		0.		0.		0.		1.	0.	1.					0.			
C. Explosion in Mid-air	0.	1.	0.	1.	0.	0.		0.		0.	0.	1.	0.	0.					0.			
V. Structural Failure	5.	4.	4.	3.		1.	2.	3.	1.		1.	4.	1.	2.		2.	3.		0.		1.	
A. Airframe	4.	4.	1.	2.		1.	1.	1.	1.		4.	3.	1.	1.		2.	3.		0.		0.	
B. Engine and Propeller	1.	0.	3.	1.		0.	1.	2.	0.		0.	1.	1.	1.		0.	0.		0.		1.	

\* Rates under one.

Project 1348

CONTINENTAL U. S. ARMY AIR FORCES— FLYING ACCIDENTS  
 COMPARISON OF SELECTED FIGHTER AIRCRAFT  
 RATES BY SPECIFIC NATURE UNDER DAMAGE AND INJURY CLASSIFICATION  
 (RATES BASED ON 200,000 FLYING HOURS)  
 JULY THRU OCTOBER, FISCAL YEAR 1944

TOTAL					DAMAGE CLASSIFICATION										INJURY CLASSIFICATION														
					MAJOR DAMAGE — OVERSEAS					MINOR					MAJOR					MINOR									
F-39	F-38	F-40	F-47	F-51	F-39	F-38	F-40	F-47	F-51	F-39	F-38	F-40	F-47	F-51	F-39	F-38	F-40	F-47	F-51	F-39	F-38	F-40	F-47	F-51					
59.	43.	102.	44.	62.	18.	18.	78.	31.	42.	35.	25.	24.	19.	20.	17.	12.	7.	4.		2.	4.	1.	2.	2.	5.	4.	8.	4.	5.
30.	16.	30.	7.	10.	5.	3.	16.	1.	5.	25.	13.	14.	6.	5.	16.	9.	7.	3.		1.	2.	1.	2.	2.	3.	2.	1.	2.	2.
21.	6.	9.	2.				1.			21.	6.	8.	2.		12.	4.	6.	0.		1.		1.			2.	1.	1.	1.	
20.	5.	8.	2.				1.			20.	5.	8.	2.		12.	3.	5.	0.		1.		1.			2.	1.	1.	1.	
2.	2.	1.					1.			2.	2.	1.			1.	2.	1.					1.			1.				
18.	3.	6.	2.							18.	3.	6.	2.		18.	1.	3.	0.		1.		1.			2.	1.		1.	
1.		1.								1.	1.	1.			1.		1.												
1.	1.	1.								1.	1.	1.				1.	1.												
6.	7.	18.	3.	5.	5.	3.	15.	1.	5.	2.	4.	3.	3.		2.	2.		2.			1.			1.	1.				
6.	3.	18.	3.	5.	5.	3.	15.	1.	5.	2.	3.	3.	2.		2.	1.		2.			1.			1.	1.				
2.	2.	1.	1.	2.	1.					2.	2.	1.	1.	2.	2.	2.	1.	1.	0.										2.
2.	2.	1.			1.					2.	2.	1.		2.	2.	2.	1.	1.	0.										2.
1.		1.	0.	2.	1.					1.	2.	1.	0.	2.	2.	1.	1.	1.	0.										2.
12.	11.	59.	26.	44.	12.	11.	59.	24.	35.	1.	2.	2.	2.	10.	1.	1.		0.		1.			2.		1.	3.	1.		
1.	2.	25.	5.	22.	1.	2.	23.	5.	20.			2.	0.	2.									2.		1.	1.	1.		
4.	4.	15.	16.	22.	3.	4.	15.	15.	15.	1.		1.	1.	7.								2.			2.	2.	1.		
0.	6.	15.	5.		0.	6.	15.	5.				1.	0.									0.				1.			
	1.	5.	5.			1.	4.	5.					0.									0.							
6.	1.	3.	9.		1.	1.	3.	3.		5.	8.	1.	0.								1.				2.	1.	4.	0.	2.
5.	9.	8.	3.	7.	1.	1.	1.	0.	2.	5.	8.	6.	3.	5.	1.	1.		0.		1.				2.	2.	1.	4.	0.	2.
1.	0.	7.	2.	7.	1.	1.	1.	0.	2.	5.	7.	1.	0.	5.	1.	1.		0.		1.				2.	2.	1.	4.	0.	2.
1.	1.	1.	0.		1.		0.			1.	1.	1.	0.					0.											
5.	6.	4.	3.		1.	2.	3.	1.		1.	4.	1.	2.		2.	3.		0.									1.	1.	
4.	4.	1.	2.		1.	1.	1.	1.		4.	3.	1.	1.		2.	3.		0.								1.	1.		
1.	2.	3.	1.		1.	1.	3.		1.	1.	1.	1.	1.		2.	3.		0.								1.	1.		

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CONTINENTAL U. S. ARMY AIR FORCES—FLYING ACCIDENTS  
 COMPARISON OF SELECTED FIGHTER AIRCRAFT  
 NUMBER BY SPECIFIC NATURE OF DAMAGE AND INJURY CLASSIFICATION  
 JANUARY THROUGH OCTOBER, FISCAL YEAR 1944

SPECIFIC NATURE (Type of Accident)	TOTAL					DAMAGE CLASSIFICATION										INJURY CLASSIFICATION						
						Major Damage & Overhaul					Break					Fatal						
	P-39	P-38	P-40	P-47	P-51	P-39	P-38	P-40	P-47	P-51	P-39	P-38	P-40	P-47	P-51	P-39	P-38	P-40	P-47	P-51	P-39	P-38
(Total)	100	45	146	114	25	34	19	112	81	17	66	26	34	33	8	33	13	10	11		3	2
I Spins and Stalls	57	17	43	18	4	10	3	23	2	2	47	14	20	16	2	30	9	10	8		2	2
A In Full Flight	39	6	13	5				1			39	6	12	5		22	4	8	1		2	
1. High Altitude	38	5	12	5				1			38	5	11	5		22	3	7	1		2	
a. With Engine Failure	3	2	2					1			3	2	1			2	2	1				
b. Without Engine Failure	34	3	8	5							34	3	8	5		19	1	4	1		2	
c. Engine performance undetermined	1										1		2			1		2				
2. Low Altitude	1	1	1								1	1	1				1	1				
a. With Engine Failure																						
b. Without Engine Failure	1	1	1								1	1	1				1	1				
c. Engine performance undetermined																						
B. In Landing	12	7	26	9	2	9	3	22	2	2	3	4	4	7		3	2		6			1
1. With engine failure		3																				
2. Without engine failure	12	3	26	3	2	9	3	22	2	2	3	3	4	6		3	1		5			1
3. Engine performance undetermined		1		1								1	1	1					1			
C. In Take-Off	4	2	2	2	1	1					3	2	2	2	1	3	2	2				
1. With engine failure	3	2	1								3	2	1	1		3	2	1				
2. Without engine failure	1		1	1	1	1							1	1	1			1				
3. Engine performance undetermined																						
D. Other — Forced landing	2	2	2	2	1						2	2	2	2	1	2	1		1			1
II Landing Accidents	23	12	79	67	18	22	12	76	63	14	1		3	4	4	2	1		1			1
A. Groundloops (not caused by partial extension of landing gear, during landing roll)	1	2	36	14	9	1	2	33	13				3	1	1							
B. Nose over and nose up. Occurs during landing roll.	7	4	21	41	9	6	4	21	3	6	1			3	3							
C. Landing gear failure (retracted or failed during landing.) Includes only cases where wheels had previously reached full down position.	15	6	22	12		15	6	22	12													
A. Groundloops (not caused by partial retraction of landing gear.)		1	7	14			1	6	13				1	1								
B. Nose over and nose up		1	2	6	3		1	1	7				1	1								
IV Fire	11	3	11	8	3	1	1	2	1	1	10		9	7	2				1		1	2
A. In Air	9	3	10	6	3	1	1	2	1	1	9		7	5	2				1		1	2
B. On Ground	1		1	1		1							1	1								
C. Explosion in Mid-Air	1	1	1	1							1	1	1	1								
V Structural Failure	9	6	6	7		1	2	5	2		8	4	1	5		3	3		1		2	
A. Air lane	7	4	1	4		1	1	1	2		7	3	2	2		3	3		1		1	
B. Engine and propeller	2	2	5	3		1	1	4			1	1	1	3								

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Project #363

CONTINENTAL U. S. ARMY AIR FORCES—FLYING ACCIDENTS  
 COMPARISON OF SELECTED FIGHTER AIRCRAFT  
 NUMBER BY SPECIFIC TYPE UNDER DAMAGE AND INJURY CLASSIFICATION  
 JULY THROUGH OCTOBER, FISCAL YEAR 1944

TOTAL					DAMAGE CLASSIFICATION										INJURY CLASSIFICATION																	
					Major Damage & Overhaul					Break					Fatal					Major					Minor							
P-39	P-38	P-40	P-47	P-51	P-39	P-38	P-40	P-47	P-51	P-39	P-38	P-40	P-47	P-51	P-39	P-38	P-40	P-47	P-51	P-39	P-38	P-40	P-47	P-51	P-39	P-38	P-40	P-47	P-51			
100	45	146	111	25	34	19	112	81	17	66	26	34	33	8	33	13	10	11														
57	17	43	18	4	10	3	23	2	2	47	14	20	16	2	30	9	10	8			3	4	1	5	1	10	4	12	11	8		
39	6	13	5				1			39	6	12	5		22	4	8	1			2	2	1			4	1	1	2	1		
38	5	12	5				1			38	5	11	5		22	3	7	1			2		1			4	1	1	2	1		
3	2	2					1			3	2	1			2	2	1				2					4	1	1	2	1		
34	3	8	5							34	3	8	5		19	1	4	1			2		1			3	1		2	1		
1		2								1		2			1		2															
1	1	1								1	1	1			1	1	1															
1	1	1								1	1	1			1	1	1															
12	7	26	9	2	9	3	22	2	2	3	4	4	7		3	2		6							2	1			1			
12	3	26	3	2	9	3	22	2	2	3	3	4	6		3	1		5						2	1			1				
1	1	1	1		1					1	1	1	1		3	1		1						2				1		1		
4	2	2	2	1	1					3	2	2	2	1	3	2	2	1											1	1		
3	2	1	1		1					3	2	1	1	1	3	2	1												1	1		
1		1	1		1							1	1	1	3	2	1												1	1		
2	2	2	2	1						2	2	2	2	1	2	1		1											1	1		
23	12	79	67	18	22	12	76	63	14	1	2	2	2	4	2	1		1			1			1		1	1	1	1	3		
1	2	36	14	9	1	2	33	13	4			3	1	1										1			1	4	3			
7	4	21	11	9	6	4	21	3	6	1			3	3										1			3	3				
15	6	22	12		15	6	22	12																								
	1	7	14			1	6	13				1	1													1						
		5	8				5	7																								
	1	2	6			1	1	4					1																			
11	7	11	8	3	1	1	2	1	1	10		9	7	2																		
9	3	10	6	3	1	1	2	1	1	9	7	8	5	2	1			1			1	2	3		4	1	6	1	1	1		
1		1	1		1					9		1	1	2																		
1	1	1	1							1	1	1	1																			
9	6	6	7		1	2	5	2		1	8	4	1		3	3		1														
7	4	1	4		1	1	1	2		7	3	1	2		3	3		2														
2	2	5	3		1	1	4			1	1	1	3		3	3		1														

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DDO hrs.

8 Jan. & 20 June 1974

By BL/1111 IC. Date 10-7-76

Study of F-39 in Comparison with other aircraft

*Cur 452.1 (1200)*

TO: Flying Safety  
FROM: Deputy Chief of Air Staff

DATE 17 Feb 1944  
Comment No. 6  
VEN:JT 5245

I am forced to disapprove your basic recommendations but it is hoped that this disapproval will not discourage similar studies and recommendations from your office in the future. This is a very constructive paper and would result in positive improvements in our operations were it possible to approve your recommendations.

Incl.  
n/s

*Dispatched  
18 Feb 1944  
AAG*

**WILLIAM E. HALL,**  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

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*File 452.1 (1200)*



In reply refer to Initials  
and No.

OP-03-1-MER

NAVY DEPARTMENT  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
WASHINGTON

5th January 1944

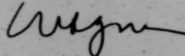
Memorandum for: General Perrin

After your call about the rerating of the C47, I inquired as to the status of the matter. Enclosed is the result.

I call particular attention to paragraph 4(f) which seems to be the gist of the matter.

I hope this is in line with your desires.

Sincerely,



F. D. WAGNER

*File as 452.1 (1199)*

*File  
E.S.P.*

*File  
at 7 Feb 44*

*File as 452.1 (1199)*

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000 hrs8 Jan. & 20 June 1974  
By: NAJ/111110 Date: 10-7-76In reply refer to Subtitle  
and No.

Op-31-C-181

NAVY DEPARTMENT  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
WASHINGTON

5 January 1944

~~DECLASSIFIED~~  
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MEMORANDUM for Admiral Wagner.

SUBJECT: Aircraft Preference List - C-47, B-17.

1. On December 29, 1943, the AAF presented the subject proposal to the Aircraft Preference Group Sub-Committee of the Joint Aircraft Committee. It had been drawn up hastily, with the thought of getting it before the JAC for approval at its regular meeting the next day. It was proposed that the preference group ratings of the C-47 and the B-17 be interchanged at the Douglas Long Beach plant. That is, the C-47 be shifted from Group V to Group II and the B-17 from Group II to Group V. These changes were to apply only in the Douglas Long Beach plant, temporarily, and were not to affect either model elsewhere. The reason put forth for the proposal was the urgency of the C-47 requirement, and the fact that with present groupings the B-17 is in the favored position, and production shortfalls affect only the C-47. No material shortages exist; it is purely a problem of manpower assignment within this one plant.
2. After brief discussion in the Subcommittee, it was decided that the desired result (i.e. indication of relative importance in the Long Beach plant) could be attained by putting the C-47 in Group IV and the B-17 in Group V, in the Douglas Long Beach plant. Neither the Navy member nor the AAF member were satisfied that this was the proper solution, as it violates the principles behind the subject list, but both acceded to the desire of the Army member to get the case before the JAC for decision.
3. On December 30, 1943, the above case was presented to the JAC. At this meeting, another paper was presented to the Committee on the same subject, by Mr. T. P. Wright (ARCO). This paper recommended Group II rating for C-47s in the Long Beach plant, purely on the basis of the manpower situation in that area. A general discussion followed, during which the subcommittee chairman stated that new evidence had been introduced which had not been considered in the previous discussion; he suggested that the case be returned to the subcommittee for further study and recommendation. The matter of the priority which has been accorded the landing craft program was noted by the Committee and the opinion was voiced that the JAC should not attempt to utilize the Aircraft Preference List as a means by which this priority could be circumvented. It was emphasized that the Aircraft Preference List is meant to be a classification of models according to their relative strategic importance, and that any attempt to alter the standing of models on the basis of other considerations would destroy the purpose of the list. Similarly, assigning one model to different preference groups in different plants can not be defended in principle, although an exception has previously been made in the case of the B-24. The original purpose of the list was to provide a basis for

- 1 -

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material allocations; it is only intended to be a general guide for duly appointed committees which are concerned with the equitable distribution of manpower, as an indication of the relative strategic importance of the various models. Finally, the case was returned to the Subcommittee for further study and recommendation.

4. A subcommittee meeting was called on January 2nd. At this time, the case was thoroughly reviewed. All factors heretofore mentioned were considered. The opinion of Dr. Lombard (Manpower Division, ARCO) was obtained; information as to the War Manpower Commission's "General Production Urgency List" was provided by Mr. T. P. Wright (ARCO). It was finally decided that:

- (a) The strategic importance of the C-47 is such that it merits classification in Group III.
- (b) The strategic importance of the B-17 is such that it also merits classification in Group III.
- (c) Higher classification of the C-47, in Groups I or II, along with experimental models and the most urgently required combat types, is not warranted nor is it necessary to obtain maximum production now scheduled. Its strategic importance does justify Group III in all plants. Conversely, the B-17 has decreased in importance and its present and predicted availability exceeds urgent requirements. Therefore, it is appropriate that it be reclassified from Group II to Group III.
- (d) If the above reclassification is approved, the B-17 and C-47 will be in the same group and the AAF may then, by administrative means, control the production in the Douglas Long Beach plant to insure maximum C-47 output.
- (e) The above classifications are justified by strategic considerations and such revision does not expose the JAC to the charge of juggling the Aircraft Preference List to circumvent manpower priorities assigned to other projects.
- (f) Since Aircraft Preference Groups I, II and III are all included in Group I of the General Production Urgency List, the assignment of a higher group rating to the C-47 than Group III would have no effect, manpower-wise.

5. At the request of the AAF member, the Committee report has not been forwarded, since the case was introduced by the AAF and it has not yet been decided whether it is to be withdrawn or processed. Upon receipt of further advice from the AAF member, a report will be forwarded to the JAC along lines indicated in paragraph 4, or the Committee will be informed that the case has been withdrawn at the request of the AAF.

Resp'y

*Herbert D. Riley*  
HERBERT D. RILEY  
Commander, U.S.N.

Chairman, Aircraft Preference List Subcommittee  
Joint Aircraft Committee

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~~CONFIDENTIAL~~

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EO 13526

8 Jan. & 20 June 1979

By: *Handwritten initials* / 10-7-76

December 28, 1943

MEMORANDUM FOR CHIEF, EUROPEAN-NORTH AFRICAN THEATER SECTION, OPD:

Subject: Substitution of L-5 for L-4 type Aircraft in Fifth Army.

1. In compliance with your verbal request, the following information pertaining to L-5 aircraft for the Fifth Army is furnished:

a. During his recent visit to Italy, General Arnold was asked by Generals Clark and Patton if it would not be possible to substitute L-5 type aircraft for the L-4's currently being used for spotting by the Field Artillery in the Fifth Army. General Arnold promised to investigate the matter upon his return.

b. Investigation brings the following points to light:

1. Deployment of aircraft organically in Field Artillery units is a matter which is planned and directed by the Army Ground Forces, carried out by directives issued to a Field Artillery Officer assigned to Headquarters, Army Service Forces, Stock Control Division. The Army Air Forces is not involved in the deployment of liaison aircraft in Ground units.

2. The Munitions Assignment Committee (Air) MAC, Case 200, designated and allocated all L-4 production for the Field Artillery; all L-5 production was at the same time reserved for the Army Air Forces. Any changes in allocations of types in Field Artillery units and Army Air Forces units will require revision of MAC, Case 200.

3. There has been no official indication from any agency of the War Department that the L-5 is required or suitable for Field Artillery use.

4. The Army Air Forces program is based upon equipping all squadrons with L-5 airplanes. These squadrons are designed to meet the liaison and courier requirements of Army Ground units. The War Department has recently increased the Army Air Forces troop basis from 15 to 24 of these squadrons.

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5. Army Air Forces 1944 requirements for L-5 production has recently been computed to be 2,065. Only 1200 will be produced in 1944, however, leaving a deficit of 865.

a. General Eisenhower has requested L-5 aircraft for assignment to Field Artillery units since 19 July 1943, stating that the L-4 is not satisfactory. He was informed that the L-5 aircraft were not available under provision of MAC, Case 200. The War Department re-considered the use of the L-5 with the result that an Army Air Force liaison squadron (trained in flying Artillery missions) was offered, available for shipment 1 January 1944. This proposal was refused by the Theater on the grounds that planes and pilots must be organic and that pilots must be trained Artillery men. The request for 50 L-5's for assignment to the Artillery was removed, since reports from Field Artillery units in North Africa indicate the absolute necessity of carrying an observer in executing Artillery sensing missions. The stated requirement that the pilot also be a Field Artillery man is not fully understood.

4. In light of the above, it is believed that none of the L-5 production can be allocated to the Field Artillery until War Department and Army Ground Forces state a requirement for the L-5 airplane and take necessary steps to secure an allocation, including a request to adjust production of the L-4 and L-5 accordingly. *In the interim the AAF has no objection to buying loan of surplus locally in theater*

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

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8/14/80  
By A.H./H.H.C. Date 10-7-76

AFRAL/WMS/lm/Ext. 72556  
Rm 3D 1036  
Wrtts: 12/27/43

MEMORANDUM FOR GENERAL GILES:

Subject: Liaison Aviation for AAF and Army Ground Units.

I. The Artillery Program.

A. The deployment of aircraft organically in Field Artillery Units is a matter which is planned and directed by the Army Ground Forces, carried out by directives issued by a Field Artillery officer assigned to Hqs, ASF, Stock Control Division. The Army Air Forces is not involved in the deployment of liaison aircraft in ground units.

B. The Air Service Command acts as a source of supply for ground units using Air Corps equipment, and furnishes aircraft for overseas and domestic assignment in accordance with directives issued by the agency described in Paragraph IA.

C. After extensive hearings, the Munitions Assignment Committee (AIR) in MAC Case 200 designated and allocated all L-4 production for the Field Artillery. All L-5 production was at the same time reserved for the AAF. Any change in allocations of types to Field Artillery units and AAF units will require revision of MAC Case 200.

D. On October 13, 1943, CG&A dispatched a memorandum to the Chief of Staff (Operations Division) requesting a statement of the number of L-4 aircraft necessary to be produced in 1944 to meet Field Artillery requirements. To date, no direct reply or directive has been received by CG, AAF, as a result of this request, although the CG, AAF, has received an information copy of a memorandum to G-4, WDCS, indicating a net requirement in 1944 for 3,245 L-4's from production. Production of the L-4 for 1944 is presently scheduled at one hundred (100) per month (1200 Total). This figure was contained in 1944 requirements as a result of verbal statement from the agency mentioned in Paragraph IA above, and was subsequently approved by General Arnold. Attention is particularly invited to the fact that the War Department has not officially informed the AAF of the Field Artillery requirement for L-4's in 1944, although they were requested to do so on October 13th.

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SIGNATURE OF RESPONDING OFFICER	<i>W. J. ...</i>	<i>AFROM</i>				
INTERNAL OFFICE COORDINATION		<i>AFOR</i>				
			- 1 -			

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E. There has been no official indication from any agency of the War Department that the L-5 is required or suitable for Field Artillery use.

F. The Field Artillery planes are flown by Field Artillery officers who are trained on L-4 aircraft at the Field Artillery School, Ft. Sill, Oklahoma.

II. The Army Air Forces Liaison Program.

A. The AAF program is based on equipping all AAF liaison squadrons with the L-5 airplanes. The liaison squadrons are designed to meet the liaison and courier requirements of Army Ground units. In this connection, the War Department has increased the AAF troop basis from fifteen (15) to twenty-four (24) squadrons. At the present time, fourteen (14) squadrons have been activated and four (4) of these are now overseas.

B. It is also planned to provide L-5 aircraft to certain AAF headquarters units to furnish courier and liaison service within the AAF. G-3, WDGS, has non-concurred in the provision of courier and liaison service for AAF units (although AAF commanders in theaters have indicated such a requirement) until Ground Unit requirements, in the form of twenty-four (24) liaison squadrons, are met.

C. The AAF 1944 requirements for L-5 production airplanes have recently been computed as follows:

For AAF liaison squadrons	1000
For organic assignment to AAF units	<u>1065</u>
	2065

It has been directed by CG,AAF, that 1200 L-5's will be produced in 1944, which will not be sufficient to meet AAF requirements indicated above.

D. Request of Fifth Army for L-5 aircraft for assignment to Field Artillery units.

1. General Eisenhower has repeatedly requested L-5 aircraft for assignment to Artillery units in Fifth Army since 19 July 1943, stating that the L-4 is not satisfactory.

2. He was informed that the L-5 aircraft were not available under provisions of MAC Case 200.

3. The War Department reconsidered the use of the L-5, with the result that an AAF liaison squadron (trained in flying Artillery

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SIGNATURE OF RESPONSIBLE OFFICER						
INTERNAL OFFICE COORDINATION						

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missions) was offered available for shipment 1 January 1944.

4. This proposal was refused by the theater on the grounds that planes and pilots must be organic and that pilots must be trained artillery men. The request for fifty (50) L-5's for assignment to the Artillery was renewed.

5. Since reports from Field Artillery units in North Africa indicate the absolute necessity of carrying an observer in executing Artillery sensing missions, the stated requirement that the pilot also be a field artilleryman is not fully understood.

III. Difficulties of the Problem.

A. Field Artillery has no mechanics available trained to maintain the 185 HP engine of the L-5. Difficulties have been encountered in field maintenance of the 65 HP L-4 engine.

B. Short field landings and take-offs with use of flaps in the L-5 airplane require radically different technique, in which Field Artillery pilots have not been trained.

C. It has become increasingly difficult for the AAF to formulate and carry out a program for liaison aviation, because of the numerous spot requirements which have been recommended to the AAF without sufficient consideration of the necessary long-range planning needed to successfully coordinate the program with production and training factors.

IV. Recommendations

A. It is recommended that no L-5 production be allocated to the Field Artillery until:

1. War Department and Army Ground Forces state a requirement for the L-5 airplane, and take necessary steps to secure an allocation, including a request to adjust production of the L-4 and L-5 accordingly.

2. Field Artillery makes necessary adjustments in its training program to provide personnel for proper maintenance and operation of L-5 airplanes.

3. A full evaluation be made of the increased performance

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of the L-4 which can be provided by presently available field modifications.

H. A. CRAIG,  
Brigadier General, U.S.A.  
Assistant Chief of Air Staff  
Operations, Commitments & Requirements

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

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DD FORM 1  
1 Jun 54

By: *Handwritten initials* Date: 10-2-76

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

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MEMORANDUM FOR GENERAL GILES:

Subject: Liaison Aviation for AAF and Army Ground Units.

I. The Artillery Program.

A. The deployment of aircraft organically in Field Artillery Units is a matter which is planned and directed by the Army Ground Forces, carried out by directives issued by a Field Artillery officer assigned to Hqs, ASF, Stock Control Division. The Army Air Forces is not involved in the deployment of liaison aircraft in ground units.

B. The Air Service Command acts as a source of supply for ground units using Air Corps equipment, and furnishes aircraft for overseas and domestic assignment in accordance with directives issued by the agency described in Paragraph IA.

C. After extensive hearings, the Munitions Assignment Committee (Air) in MAC Case 200 designated and allocated all L-4 - production for the Field Artillery. All L-5 production was at the same time reserved for the AAF. Any change in allocations of types to Field Artillery units and AAF units will require revision of MAC Case 200.

D. On October 13, 1943, CG&R dispatched a memorandum to the Chief of Staff (Operations Division) requesting a statement of the number of L-4 aircraft necessary to be produced in 1944 to meet Field Artillery requirements. To date, no direct reply or directive has been received by CG, AAF, as a result of this request, although the CG, AAF, has received an information copy of a memorandum to CG-4, WDGS, indicating a net requirement in 1944 for 3,245 L-4's from production. Production of the L-4 for 1944 is presently scheduled at one hundred (100) per month (1200 total). This figure was contained in 1944 requirements as a result of verbal statement from the agency mentioned in Paragraph IA above, and was subsequently approved by General Arnold. Attention is particularly invited to the fact that the War Department has not officially informed the AAF of the Field Artillery requirement for L-4's in 1944, although they were requested to do so on October 13th.

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E. There has been no official indication from any agency of the War Department that the L-5 is required or suitable for Field Artillery use.

F. The Field Artillery planes are flown by Field Artillery officers who are trained on L-4 aircraft at the Field Artillery School, Ft. Sill, Oklahoma.

II. The Army Air Forces Liaison Program.

A. The AAF program is based on equipping all AAF liaison squadrons with the L-5 airplane. The liaison squadrons are designed to meet the liaison and courier requirements of Army Ground units. In this connection, the War Department has increased the AAF troop basis from fifteen (15) to twenty-four (24) squadrons. At the present time, fourteen (14) squadrons have been activated and four (4) of these are now overseas.

B. It is also planned to provide L-5 aircraft to certain AAF headquarters units to furnish courier and liaison service within the AAF. G-3, WDGS, has non-concurred in the provision of courier and liaison service for AAF units (although AAF commanders in theaters have indicated such a requirement) until Ground Unit requirements, in the form of twenty-four (24) liaison squadrons, are met.

C. The AAF 1944 requirements for L-5 production airplanes have recently been computed as follows:

For AAF liaison squadrons	1000
For organic assignment to AAF units	<u>1065</u>
	2065

It has been directed by CG,AAF, that 1200 L-5's will be produced in 1944, which will not be sufficient to meet AAF requirements indicated above.

D. Request of Fifth Army for L-5 aircraft for assignment to Field Artillery units.

1. General Eisenhower has repeatedly requested L-5 aircraft for assignment to Artillery units in Fifth Army since 19 July 1943, stating that the L-4 is not satisfactory.

2. He was informed that the L-5 aircraft were not available under provisions of MAC Case 200.

3. The War Department reconsidered the use of the L-5, with the result that an AAF liaison squadron (trained in flying Artillery

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missions) was offered available for shipment 1 January 1944.

4. This proposal was refused by the theater on the grounds that planes and pilots must be organic and that pilots must be trained artillery men. The request for fifty (50) L-5's for assignment to the Artillery was renewed.

5. Since reports from Field Artillery units in North Africa indicate the absolute necessity of carrying an observer in executing Artillery sensing missions, the stated requirement that the pilot also be a field artilleryman is not fully understood.

III. Difficulties of the Problem.

A. Field Artillery has no mechanics available trained to maintain the 185 HP engine of the L-5. Difficulties have been encountered in field maintenance of the 65 HP L-4 engine.

B. Short field landings and take-offs with use of flaps in the L-5 airplanes require radically different technique, in which Field Artillery pilots have not been trained.

C. It has become increasingly difficult for the AAF to formulate and carry out a program for liaison aviation, because of the numerous spot requirements which have been recommended to the AAF without sufficient consideration of the necessary long-range planning needed to successfully coordinate the program with production and training factors.

IV. Recommendations

A. It is recommended that no L-5 production be allocated to the Field Artillery until:

1. War Department and Army Ground Forces state a requirement for the L-5 airplane, and take necessary steps to secure an allocation, including a request to adjust production of the L-4 and L-5 accordingly.

2. Field Artillery makes necessary adjustments in its training program to provide personnel for proper maintenance and operation of L-5 airplanes.

3. A full evaluation be made of the increased performance

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of the L-4 which can be provided by presently available field modifications.

*H. A. Craig*  
H. A. CRAIG,  
Brigadier General, U.S.A.  
Assistant Chief of Air Staff  
Operations, Commitments & Requirements

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- 4 -

*Tele. Room*  
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NOT ASSIGNED

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DDO 885

8 Jan. & 20 June 1979

By N-1114 JG: Dm: 18-2-76

Disposition of Heavy Bomber Airplanes Received By The Army Air Forces.  
1 July 1940 - 30 November 1943 (As of 30 November 1943).

Deputy Chief of Air Staff.  
Attention: Lt. Colonel William Dart  
Management Control, Statistical Control Division

3 Jan 44

1

FQBjr: HLL:mwv: T8087

1. In accordance with your verbal request of 1 January 1944, the heavy bomber figures which are included in the bomber bar of SC-AP-26 as of 30 November are shown in the following table:

	(At manufacturer or	
Continental U. S.	( Modification Centers	863
	(AAF activities	3,618
	Overseas	2,979
	Net Losses	2,636
	Total Net Receipts	10,094

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

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*Handwritten:* Air AF 452-1 (1192)

AIR 17



BRITISH AIR COMMISSION

1785 MASSACHUSETTS AVENUE  
WASHINGTON, D. C.

TELEPHONE BR 6267 8000

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DDO 100

8 Nov 4 20 June 1976

By 42-1114 AC Date 10-7-76

Copy

PLEASE QUOTE  
3108-13  
4-47/764  
REFERENCE NO.

January 3, 1944

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JCS Memo

8 Jan. 1975

By 42-110 Date 10-7-76

Major General Barney M. Giles  
Chief of the Air Staff  
Headquarters U.S. Army Air Forces  
Washington, D.C.

Dear Giles,

Thank you very much for the offer contained in your letter of December 26th to effect arrangements for the visit of a British Operational Flight Crew to examine and fly the B-29.

Since the matter affects the Air Ministry rather than the Ministry of Aircraft Production, I passed on your kind offer to Air Marshal Sir William Welsh, who now informs me that he has heard from the Air Ministry that they would very much like to accept the invitation and that he is following up the matter with you direct.

Sincerely yours,

(Signed) R. B. Mansell

R. B. Mansell,  
Air Vice Marshal, R.A.F.

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Dec 25 452-1194

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WMK/ama/72487

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31 December 1943

MEMORANDUM FOR THE COMMANDING GENERAL, AIR TRANSPORT COMMAND:

Subject: Assignment of Cargo and Tanker Aircraft to Air Transport Command.

1. The following tanker aircraft are assigned permanently to Air Transport Command:

B-17F  
IC-108B

B-24E  
IC-109

These tanker aircraft will be used on the "Bump" operation. At the end of thirty (30) days, a complete report will be submitted to this office with your comments and recommendations on the practicability of this type aircraft.

2. The B-17E cargo airplane (IC-108A) is assigned to the Air Transport Command temporarily, for the length of time necessary to deliver this plane to CBI and use it on the "Bump" operation for approximately thirty (30) days and then return to the United States. Upon completion of this mission, Air Transport Command will notify this Headquarters for reassignment of this aircraft. A complete report with recommendations will also be made on this airplane.

3. The B-17 cargo plane will be loaded in the United States with the highest priority air freight available for delivery to CBI. Your headquarters will take the necessary action to ascertain the availability of sufficient spares in the Theatre to operate the two (2) B-17 type aircraft.

4. The IC-108A and the IC-109 are available for immediate delivery to Air Transport Command at the National Airport (contact Colonel Collins). The IC-108B is available for delivery to Air Transport Command and now at Wright Field (contact Lieut. Colonel Peterman).

By command of General ARNOLD:

Dispatched

1 JAN 1944  
SAS

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

DECLASSIFIED  
DDO 013  
R.D.M. & 20 June 1974  
By *W.H.H.* IC Date 10-2-74

cc: AC/AS, MM&D.  
AC/AS, OCA&R.

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*See also 2/1/43*

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DOO IIR  
8 Jan & 20 June 1974  
By: MS/1311C Date: 10-7-76

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES (AFIMA-2A)  
WASHINGTON

6 January 1944.

MEMORANDUM FOR BRIGADIER GENERAL E. S. FERRIN

SUBJECT: Status of P-61 Airplane

1. The following is the fifth of a series of weekly status reports on the P-61 airplane as requested by General Ferrin:

a. Flight testing of the P-61A airplane with the turret removed is approximately thirty (30) per-cent complete. Wright Field has been fog bound for the past four days, but flight testing is expected to continue this date.

b. Preliminary layouts have been received from Northrop pertaining to the installation of R-2800 C single stage, single speed turbo-supercharged engines in the P-61 airplane. These layouts are currently being studied by the Power Plant Laboratory of the Materiel Command before any further action is taken on this project.

*B. E. Meyers*  
B. E. MEYERS,  
Brigadier General, U.S.A.  
Deputy Asst. Chief of Air Staff,  
Materiel, Maintenance and Distribution.

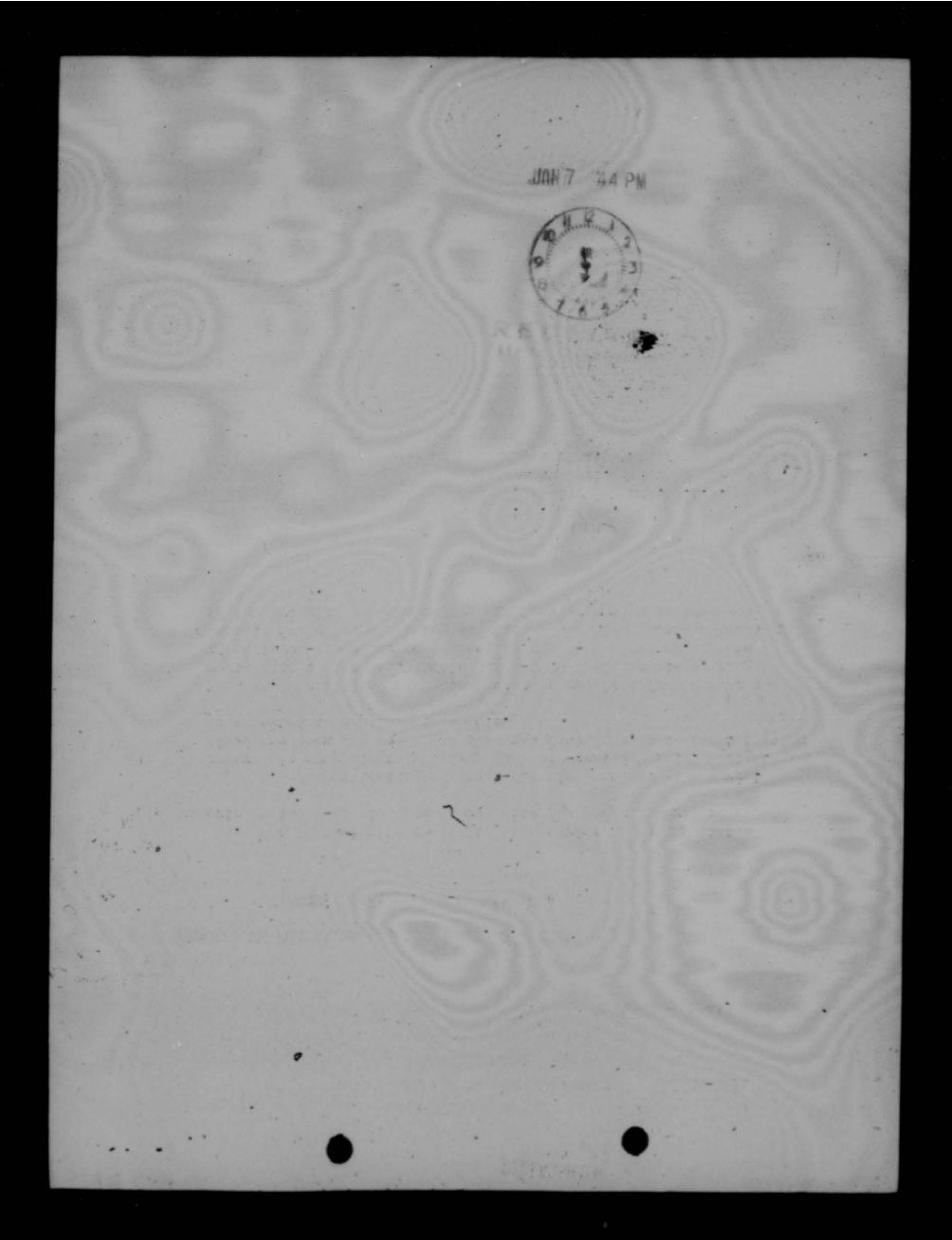
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ADDRESS REPLY TO  
HEADQUARTERS OF THE ARMY AIR FORCES  
WAR DEPARTMENT  
WASHINGTON, D. C.

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8 MAR 25 1974

By AM/ML AC Date 10-7-76

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

AFDMA-2A

*Notes*  
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30 DEC 1943

MEMORANDUM FOR BRIGADIER GENERAL E. S. PERRIN

SUBJECT: Status of P-61 Airplane

1. The following is the fourth of a series of weekly status reports on the P-61 airplane as requested by General Perrin:

a. An airspeed calibration has been accomplished on the P-61A airplane with the turret removed, now at Wright Field. Additional flight testing has been held up due inclement weather.

b. A Routing and Record Sheet has been forwarded the Asst. Chief of Air Staff, O.C.&R., outlining the present status of the changes to the P-61 as recommended by that office. A brief resume of the R. & R. is as follows:

*See also 45-211 (1193)*

(1) The top turret and all related equipment, including provisions for gunner, has been removed from two production P-61A airplanes. One of these airplanes has been delivered to Materiel Command and the other has been sent to Eglin Field for early tests as requested.

(2) Torquemeters have been installed on the airplane at the Materiel Command, and the airplane is currently undergoing flight tests.

(3) An investigation is now underway at the factory to overcome the tail buffeting difficulties encountered from the top turret. Corrective measures are consisting of the addition of vanes mounted on the gun barrels and results appear favorable.

(4) The Materiel Command has considered the recommendations to:

- A. Install the two-stage, two-speed R-2800-C engine with water injection,
- or
- B. Add water injection to the present two-stage, two-speed R-2800-B.

The two-stage, two-speed R-2800-C installation appears impracticable because of increased dimensions (106" length vs. 92" present engine length).

Northrup is currently adding water injection to the two-stage, two-speed R-2800-B engine in an XP-61. Since this airplane is substantially the



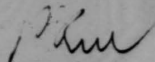
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same as the P-61A and since performance figures are known for the XP-61 without water injection, comparative figures are expected as to the benefits of the addition of water injection to the P-61A.

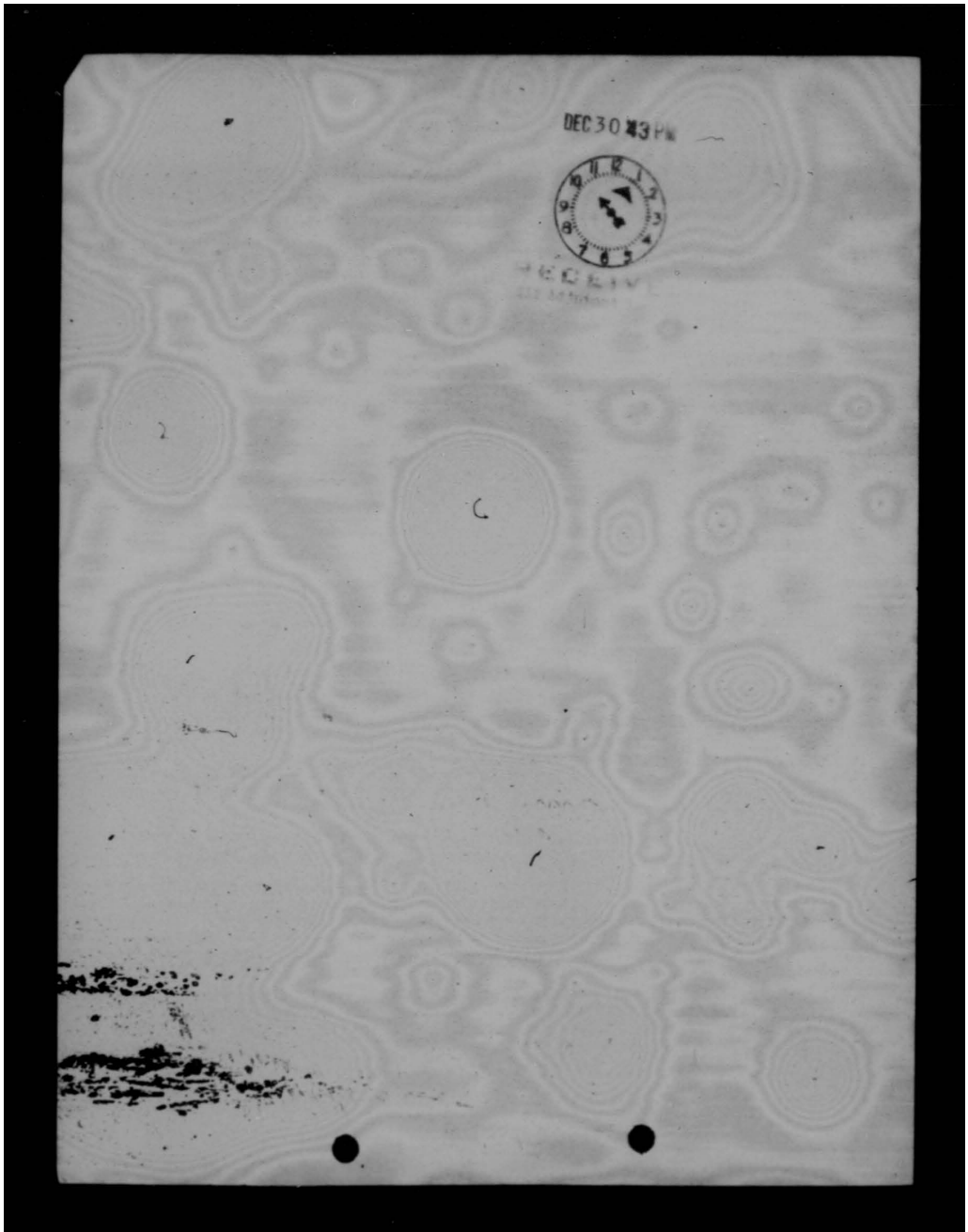
c. The Materiel Command has been directed to proceed with an experimental installation of R-2800-C single stage, single speed turbo supercharged engines in one P-61 airplane for improved altitude performance. It was further directed that installation should be accomplished so as not to disrupt current P-61A production.



B. E. MEYERS,  
Brigadier General, U. S. A.,  
Deputy Asst. Chief of Air Staff,  
Materiel, Maintenance and Distribution

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7 cc 7 Feb 48  
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ANSWER REPLY TO  
HEADQUARTERS OF THE ARMY AIR FORCES  
WAR DEPARTMENT  
WASHINGTON, D. C.

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WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

AFIMA-2A

24 DEC 1943

MEMORANDUM FOR BRIG. GEN. E. S. PERRIN,  
DEPUTY CHIEF OF AIR STAFF

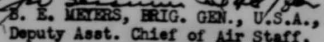
SUBJECT: Status of P-61 Airplane

1. The following is the third of a series of weekly status reports on the P-61 airplane as requested by General Perrin:

a. The P-61A airplane with the turret removed, now at Wright Field, is at present having minor brake troubles corrected. Instrumentation and the addition of torque meters have been completed on this airplane. Additional flight testing is expected this date.

b. The manufacturer is currently adding water injection to the two stage, two speed R-2800-B engine in an XP-61. Since this airplane is substantially the same as the P-61A and since performance figures are known for the XP-61 without water injection, comparative figures are expected as to the benefits of the addition of water injection to the P-61A.

c. AC/AS, OC&R has been advised that the Materiel Command is currently studying the possibility of a single stage, single speed turbo supercharged R-2800-C engine. If further studies by Wright Field and the manufacturer indicate substantial gains in performance at altitude and the allied problems of flame dampening, adjusting of engine programs to make such engines available, etc., give promise of satisfactory solution, Wright Field will be directed to proceed with a trial installation.

  
E. E. MEYERS, BRIG. GEN., U.S.A.,  
Deputy Asst. Chief of Air Staff,  
Materiel, Maintenance & Distribution.



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DOO Rts

By *AP/HLH* Date *10-7-76*

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON 16 December 1943

MEMORANDUM FOR BRIGADIER GENERAL E. S. PERRIN

SUBJECT: Status of P-61A Airplane.

1. The following is the second of the series of weekly status reports on the P-61 airplane as requested by General Perrin.

a. The P-61A, now at Wright Field with the turret removed, is undergoing flight tests to obtain high speed, rate of climb and high speed at critical altitude after which it will be returned to the factory for turret installation. It will then return to Wright Field for similar tests for comparative purposes.

b. An investigation is now underway at the factory to overcome the tail buffeting difficulties by the addition of vanes mounted on the gun barrels and with good results. The study has narrowed down to positioning the vanes for best results. It is the opinion of Production Division that it would be a great mistake to remove this turret if tail buffeting can be overcome otherwise as the small gain in performance is negligible compared to the loss of firepower.

c. Wright Field has undertaken a study on the basis of a turbo-supercharged R-2800-C engine in the airplane. This shows great promise for high altitude operation, although Pratt and Whitney is proceeding with R-2800-B so as not to interrupt P-61 production. If a project for the turbo-supercharged "C" engine were initiated, it is estimated that an airplane could be flying in six months and that production could start in approximately one year. A two-stage R-2800-C installation (no turbo) appears undesirable due to dimensional limitations and would not be quite as versatile at altitude; the turbo supercharged R-2800-C looks promising except that flame damping provisions will retard performance slightly. Performance data for this combination will be submitted when available.

*W. E. Meyers*  
W. E. MEYERS,  
Brigadier General, U.S.A.  
Deputy Asst. Chief of Air Staff,  
Materiel, Maintenance and Distribution.



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~~CONFIDENTIAL~~

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

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WAR DEPARTMENT  
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HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

6 Jan. & 20 June 1974  
By: W/H/HL J.C. DATE: 10-7-76

26 November 1943

MEMORANDUM FOR GENERAL PERRIN

Subject: Status of A-36 and P-51A Aircraft in U. S.

1. Reference your recent request, the following information is furnished reference the status of A-36 and P-51A Aircraft in the U.S. as of Tuesday, 23 November 1943:

*Edwin*

	<u>A-36</u>	<u>P-51A</u>
2nd AF O.T.U. (Fighter)	35	--
3rd AF R.T.U. (Fighter)	1	28
OTU & RTU (Recon)	2	--
Training Command	--	1
AAFTAC (Fighter)	2	14
Eglin Proving Ground	2	--
ATC	--	4
Material Comd (for test, etc.)	2	6
ASC Depots & Sub Depots	18	22
<b>Total</b>	<b>62</b>	<b>75</b>

Source: SC-AS-26 dated 24 November 1943.

2. Status of A-36 and P-51A aircraft overseas or awaiting shipment as of 23 November 1943, was as follows:

	<u>A-36</u>	<u>P-51A</u>
12th AF	140	--
10th AF	35	47
14th AF	--	15
Enroute to 10 AF (311th Gp)	1	1
Enroute to 10 AF (Project 9)	--	30
At Dockside for 10 AF (311th Gp)	1	9
<b>Total</b>	<b>177</b>	<b>102</b>

Source: AC-AS-3 dated 24 November 1943.



*Last A-51-A  
figured in June  
N*

*[Signature]*  
K. P. BERQUIST  
Colonel, Air Corps,  
Chief, Allocations Branch,  
Commitments Division.

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WASHINGTON 25, D. C.

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8 Jan. & 20 June 1974  
By SP4/MLL LC, DWH  
10-7-74



ATTENTION:

HEADQUARTERS, ARMY AIR FORCES

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29 January 1943  
*December*

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MEMORANDUM FOR GENERAL GILES:

Subject: Information on the B-35

1. AC/AS, MMED has realized for some time that the B-35 project was dragging and out of balance. A complete investigation was ordered to be furnished the first part of January. Information is now available but has not been consolidated. This report will be rendered to General Echols the first part of January.

2. There are two main difficulties with this project. The first is that the engineering of the experimental article has been very slow. This airplane is a new departure and all engineering and experimental details have to be worked out, tried, and then incorporated in the small flying mock-ups. In addition, Northrop, with a very small engineering staff, has had to do a lot of work on the P-61. Every engineering hour put on this airplane is an hour detracted from the B-35. At the present time, the engineering on the experimental model is only about 30 per cent complete. Delivery of the experimental airplane is not expected until May or June 1945, and the 13 service test articles are not expected until August or September of 1945.

3. The second difficulty is that the Martin people, pressing to get into production as rapidly as possible, have completed approximately 70 per cent of the engineering for the production airplane. They, if allowed to go ahead, would turn out production airplanes in April or May of 1945 even before the experimental or service test airplanes have been delivered.

4. The cart is definitely before the horse. It is not felt that Mr. Knudsen could or should do much about this. I doubt if a quick look in the Northrop plant would bring forth many constructive recommendations. The complete report to be submitted to General Echols should be the basis for any decision made by this Headquarters. However, since General Arnold requested Mr. Knudsen's visit, this brief background should be presented to him prior to his visit.

U.S.A. 1191

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*3 10/24/44*

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

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8 Sep. & 20 June 1974  
By: ALC/PLIC Date: 10-7-76

*Dec.*  
29 January-1943

MEMORANDUM FOR GENERAL GILES:

Subject: Information on the B-35

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

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for AG

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WASHINGTON, D. C.

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8 Apr. & 20 June 1974

By ALH/HH LC Date 10-7-76

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

DEC 30 1943

MEMORANDUM FOR THE DEPUTY CHIEF OF AIR STAFF:  
(General Perrin)

Subject: Status of the Matterhorn Project

1. Radio CM-IN-17371, dated 28 December 1943, from New Delhi, confirms previous advices that prefabricated housing is not required for Matterhorn. Heavy tentage will accompany the units.
2. As a result of weather difficulties only two (2) C-87s have arrived at Memphis. The other eight (8) will go when weather permits.
3. Ten (10) P-51Bs are at Orlando ready to go to Salina as soon as transports, weathered in at Salina, can get to Orlando to take maintenance crews and equipment.
4. Future reports on this project will be submitted every Tuesday.

*SAS  
1250 880  
1190*

*H. A. CRAIG*

H. A. CRAIG  
Brigadier General, U.S.A.  
Asst. Chief of Air Staff  
Operations, Commitments and Requirements

B-29 Project Officer

*[Signature]*



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WASHINGTON, D. C.

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WAR DEPARTMENT

8 Jan & 20 June 1974  
By WJH/llh LC Date 10-7-76

HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON, D. C.

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*Ex Dec 41??*

MEMORANDUM FOR DEPUTY CHIEF OF AIR STAFF (General Perrin)

Subject: Status of Matterhorn Project

1. As of this date the total personnel required for the complete and successful functioning of the 58TH Bomb Wing is 16,800. This figure includes all services of the Army Service Forces and Army Air Forces. 5,615 of this total quantity of personnel have left the continental limits of the United States or will leave between now and 1 January 1944, according to issued warning orders and movement orders. This is a figure of 33.2% of the total personnel required.

2. For the complete and successful operation of the 58TH Bomb Wing, the initial tonnage requirements of organizational equipment of all services and activities is 20,370 tons. 11,280 tons of the above quantity of organizational equipment has departed from the continental limits of the United States or will depart on or before 1 January 1944, based upon all warning and movement orders now issued. This quantity is 55.3% of the total required quantity.

3. Movement orders have been issued with the effective dates as shown for the following outfits:

890th Eng. Regt. (Avn.) (Less 3 Bns.)	12/10
879th Eng. Bn. (Airborne)	12/10
1875 Eng. Bns. (Avn.)	12/10
1877 Eng. Bns. (Avn.)	12/10
22nd Depot Op. Hq & Hq Sqdn.	12/26
91st Depot Supply Sqdn.	12/26
97th Depot Repair Sqdn.	12/26
1st 2nd QM Plat. Air Depot Sp.	12/26
1709th Ord. M Co.	12/26
2472 QM Truck Co.	12/26
22nd Med. Supply Plat. (Avn.)	12/26
25th Service Op. Hq & Hq Sqdn.	12/26
35th & 349th Service Sqdn.	12/26
1756 & 1757 Ord. Sup. & Maint. Co.	12/26



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1067 Sig. Co. Service Gp.	12/26
1117 QM Co. Serv. Gp. (Avn.)	12/26
1953 & 2018 QM Truck Co.	12/26
28th Service Gp. Hq & Hq Sqdn.	12/26
39th & 355th Service Sqdn.	12/26
1663rd & 1678th Ord. Supply & Maint. Sq.	12/26
1010th Sig. Co. Service Gp.	12/26
1113rd QM Co. Serv. Gp. (Avn.)	12/26
1993rd & 1977th QM Truck Co.	12/26

4. Warning orders have been issued with the effective dates as shown for the following outfits:

1808 Eng. Ens. (Avn.)	2/1
113th Sig. Co. (Avn.)	1/1
338th Sig. Co. Wg.	1/1
221st, 225th, & 226th Med. Disp.	1/1

5. Warning and movement orders have not been issued for the following outfits. These outfits totaled with those in the above paragraphs comprise the components of the total Wolfe Project.

10th Photo Lab (PO)  
 58th Bomb Wing Hq.  
 10th Bomb Gp. Hq.  
 11th Photo Lab  
 25, 41, 45, & 395 Bomb Sqdrns.  
 1, 2, 3, & 4 Maint. Sq.  
 111th Bomb Gp. Hq.  
 12th Photo Lab  
 676, 677, 678, & 679 Bomb Sq.  
 5, 6, 7, 8 Maint. Sq.  
 162nd Bomb Gp. Hq.  
 13th Photo Lab  
 768, 769, 770, & 771 Bomb Sq.  
 9, 10, 11, 12 Maint. Sq.  
 148th Bomb Gp. Hq.  
 14th Photo Lab  
 792, 793, 794, & 795 Bomb Sq.  
 13, 14, 15 & 16 Maint. Sq.  
 894th Sig. Co. Depot (Avn.)  
 1903rd Ord. Am. Co. (Avn.)  
 2070, 2071, 2072, 2073 Eng. Utilities Fire Fighting Detachments  
 (avn.)  
 1279, 1295, 1362, 1280 M. P. Co.

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6. In regard to the area of operations, 5 airfields have been made available in the Calcutta area from IAF airfields for immediate initiation of construction. Using local help, with 300 trucks driven by personnel borrowed from IAF units, work has been initiated on these fields. These fields are:

Piardoba  
Kalaikunda  
Dudhkundi

Chakulia  
Khargpur

The work is under S.O.S. supervision.

7. A survey party of Engineer personnel from the IAF is now in China making layouts for the 5 airfields to be obtained from the Chinese. These fields have probably been decided on; but no information has been received here as to which they are. We have theatre assurance that Chinese construction forces can have these ready by the end of March.

*William McKee*

H. A. Craig

*For*

Brigadier General, U. S. Army  
Assistant Chief of Air Staff  
Operations, Commitments & Requirements

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BWG/ah/71800  
(written 12/24/48)

26 DEC 1948

Air Vice Marshal E. B. Mansell, R.A.F.,  
British Air Commission,  
1785 Massachusetts Avenue,  
Washington, D. C.

Dear Mansell:

You have previously queried as to the possibility of having a flight crew come over from Great Britain to examine and fly the Boeing B-29.

Up to the present time the production, test and training schedules on this aircraft have been so closely integrated as to make any diversion of the aircraft, even for a limited time, rather out of the question.

It is now felt, however, that our schedules are such as to permit compliance with your previous request, and we will be glad to effect arrangements for the visit of one of your flight crews to a B-29 training station if you still so desire.

Sincerely,

Signed

Barney M. Giles,  
Major General, U. S. Army,  
Chief of the Air Staff.

Dispatched  
26 DEC 1948  
AAG

cc: CG, AAF

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8 Jan. & 20 June 1974  
By *AW/itlic* Doc. *10-7-74*

Examination of the B-29 by the British.

Deputy Chief of Air Staff - Attn: Brig. Gen. V. E. Hall

24 Dec 1948

AG/AS, HQAAS

<sup>1</sup>  
BWG/ah/71800

1. Reference recent examination at Bolling Field of the B-29 airplane by a number of foreign delegations, it is suggested that the attached letter be dispatched at once to Air Vice Marshal Mansell, of the British Air Commission, who has made repeated requests that they be allowed to examine and fly the B-29 and which requests we have consistently refused. In view of the examinations of this airplane by the delegates of other countries, it may be in order to suggest a reduction of classification on this project if such is believed auspicious at this time.

O. P. SCHOLS,  
Major General, U.S.A.,  
AG/AS, H. H. & D.

1 Incl.  
Ltr to SAC re above subj.

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8 Sep & 20 June 1974  
By NH/MLC Date 10-7-76

B-29.

AC/AS, Operations, Commitments & Requirements -  
ATTENTION: Colonel Wm. F. McKee.  
General Craig.

23 December 43

1  
HAC/mgq/3373

It is important that your Bombardment Section initiate immediately a study with a view to equipping all future B-29's with H2I, and possibly all other heavy bombers. We must get more flexibility into the operation of our heavy and very heavy bombers. They must be prepared to operate in daylight or dark and clear weather and clouds, in formations and by individual airplanes. I feel that our present doctrine is entirely too rigid for the air war of the next two (2) years and technical advances must be directed to secure more flexibility and a fuller utilization of this equipment. Please let me have a report in the next few days indicating what a preliminary survey reveals.

H. A. CRAIG,  
Brigadier General, U. S. A.

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23 L.C. 1943  
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8 Jan & 20 June 1974  
By NA/HH/IC Date 10-7-76

7 JAN 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF: (Through General Ferrin)

Subject: Fighter Airplane Range Extension Program  
(Report No. 9)

1. There follows a current status report of progress in extending the radius of action of P-38J, P-47 and P-51 airplanes. This report is the ninth of a series initiated 7 September 1943, at your direction.

a. P-38J - The December schedule of 350 airplanes out of the Dallas Modification Center was exceeded by two; this because of the fact that during three days of rain on 24, 25 and 26 December, Dallas Modification Center personnel worked outdoors on the flight line 24 hours a day. The cumulative quantity of 561 P-38J's modified and flown away through 31 December represents the total number allocated to the Eighth Air Force out of 1943 production.

The January schedule is a combined total of 295 P-38J's and F-5B's (210 P-38J's and 85 F-5B's). The balance of P-38J's and F-5B's remaining to be modified in February is 275 (250 P-38J's and 25 F-5B's). Complete factory installation of leading edge wing tanks is scheduled for the 420th airplane produced in 1944 (Approximately 10 February).

As of 31 December there had been shipped from the factory, a total of 214 kits destined for theaters of operation. This quantity includes complete installation requirements for P-38J's in the Eighth Air Force and Fifth Air Force, and an initial shipment against Thirteenth Air Forces' requirements.

b. P-51 - The December schedule for P-51 completions was 311. Actual completions were 293. The January schedule of 231 completions which should be met approximately 23 January completes the P-51 modification portion of the program.

It is planned to use the Dallas Lockheed Modification Center to modify P-51C airplanes for the Royal Air Force beginning with the last 40 P-51C airplanes produced in January by North American - Dallas.

*Done by 4531 (1180)P*

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8 Jan & 20 June 1974  
By NA/HH/IC Date 10-7-76

As of 31 December there had been shipped from the factory a total of 262 P-51 kits destined for the Eighth Air Force. This represents a complete satisfaction of Eighth Air Force requirements. As of that same date, 206 had been delivered in U. K.

c. P-47 - Wing adapter kits continue to be produced and shipped to theaters of operation on schedule. As of 31 December 1943, the following deliveries to theaters had been made:

5th Air Force - 100  
7th Air Force - 1  
8th Air Force - 408  
12th Air Force - 30

d. Shipping - As previously reported, shipping provisions for the month of December for a combined total of 650 P-38J's and P-51 airplanes for the Eighth Air Force had been made. By 31 December 1943, 639 of these airplanes had arrived at Newark. Of this number, 412 were shipped. The balance of 227 which were left on hand did not go forward as planned because of unforeseen cancellations of shipping space. For the month of January, provision has been made to move the balance of modified P-38 and P-51 airplanes destined for the Eighth Air Force. On this basis, there will have been delivered to U. K. on or about 1 February 1944, approximately 1100 long range P-38J and P-51 airplanes.

2. The status of production and delivery of jettisonable fuel tanks is discussed briefly:

a. 75 gallon - As of 31 December, there had been shipped to all Air Forces 41,000 of these tanks, representing a complete satisfaction of the stated requirements of all Air Forces.

b. 100 gallon - As of 31 December approximately 5,300 special flat-top 115-gallon metal tanks had been delivered from factories and were in transit to the Eighth Air Force. Of this number, approximately 2,000 had been shipped. It is now indicated that the Eighth Air Force has no further requirement for this article.

The standard 100-gallon metal tank is scheduled for production beginning the middle of February 1944, to reach a peak of 40,000 tanks per month by June.

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8 Jan & 10 June 1974  
By Al/Ht/IC Date 10-7-76

**8. 150 gallon** - During the months of November and December, a total of more than 33,000 150-gallon metal tanks were shipped to theaters of operation. These kits represent the satisfaction of the requirements of all Air Forces.

**(Signed) B. E. Meyers**

**B. E. MEYERS**  
Brig. General, U. S. A.  
Deputy Asst. Chief of Air Staff  
Material, Maintenance & Distribution

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WASHINGTON, D. C.

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8 Jan. & 20 June 1974

By *Alf H.H.* LC. Date *10-7-76*

HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

*Put in book*

20 DEC 1943

MEMORANDUM FOR THE CHIEF OF AIR STAFF: (Through General Perrin)

Subject: Fighter Airplane Range Extension Program  
(Report No. 8)

1. There follows a current status report of progress in extending the radius of action of P-38J, P-47 and P-51 airplanes. This report is the eighth of a series initiated 7 September 1943, at your direction.

a. P-38J - The December schedule for completions out of Dallas is 350 airplanes. Because the unflyable weather of the past few days has prevented the scheduled movement of aircraft to and from Dallas, it has been necessary to request the assignment of twenty-five (25) P-38 pilots from domestic Air Forces to assist Air Transport Command in working out the back log of airplanes. Future weather permitting, the December mission will be accomplished.

Due to unremitting assistance extended by the Materiel Command and to the devoted efforts of Lockheed, the supply of kits now on hand at Dallas is in excess of the number of airplanes. Shipments to the Eighth and other Air Forces have been resumed. Details as to the status of the P-38 portion of the program are contained in a special report to Chief of Air Staff, dated 11 December 1943.

b. P-51 - The December schedule for completions out of the several Modification Centers is 311. Adverse weather, also, having retarded the scheduled flow of Mustangs to and from Modification Centers twenty-five (25) P-51 pilots from domestic sources have been requested for temporary assignment to Air Transport Command. Current accomplishments of the Modification Centers give evidence that the December schedule will be met.

Kits have been delivered to all Centers in quantities sufficient to meet December requirements. This week, the balance of seventy-four (74) kits required by Eighth Air Force will be shipped.

Royal Air Force has formally expressed a reversal of policy and requested a supply of kits sufficient to convert all of its P-51B and P-51C aircraft to long-range fighters. In anticipation of such

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Memo for Chief of Air Staff ~~CONFIDENTIAL~~ DECLASSIFIED

a contingency, the procurement of kits is sufficient to satisfy the British needs. Shipments, therefore, will follow immediately after AAF requirements are met.

A special report to Chief of Air Staff, dated 11 December 1943, contains details of the P-51 portion of the program.

g. P-47 - Wing adapter kits continue to be produced on schedule. 352 have been delivered to U. K. and 100 to S. W. P. A. Shipments are being made daily to meet the requirements of all Air Forces. Completion is scheduled for the week ending 5 February. A sixty-five (65) gallon increase in internal fuel capacity of this airplane is scheduled for production in the P-47D-25 on 15 March 1944.

d. Shipping - Shipping space, sufficient to insure the movement of a combined total of more than six hundred P-38 and P-51 aircraft from Newark to U. K. during December has been provided. The British have consented to accord the movement priority over their own aircraft. Through continued coordination of effort on the part of Materiel Command, Air Service Command and Air Transport Command, the utilization of all of this space for delivering this quantity of long-range fighters to U. K., is assured, insofar as weather permits.

2. Three sizes of jettisonable fuel tanks are now standard for fighter aircraft, as shown below:

	<u>Small</u> 75 Gallon	<u>Medium</u> 100 Gallon	<u>Large</u> 150 Gallon
P-38			X (wing tank)
P-47	X (belly tank)	X (belly tank)	X (wing tank)
P-51	X (wing tank)	X (wing tank)	
P-39	X (belly tank)		
P-40	X (belly tank)		
P-63	X (belly tank)		

The status of production and delivery of each is discussed briefly:

a. 75 gallon - Deliveries previously made and shipments now enroute out of existing stocks satisfy the stated requirements of all Air Forces. Production of this tank is scheduled for resumption this month at an adequate rate. Eighth Air Force has stated that the quantities of these tanks now scheduled for shipment during December are sufficient to meet its requirements for the next six months.

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Memo for Chief of Air Staff

b. 100 gallon - A special flat-top version of this tank required only by U. K. is now in production and shipments of the initial quantities are now enroute. It is to be noted that U. K.'s requirement for a P-47 belly tank such as this is diminishing in the same proportion as the theater is equipped with wing tank-carrying P-47's. The standard tank is scheduled for production in February. Authorities for Purchase have been issued to cover contracts with four manufacturers, whose scheduled output is 40,000 tanks per month by June, 1944.

g. 150 gallon - The Lockheed tank is now being produced with fittings adaptable to either the P-38 or the P-47. Deliveries previously made and shipments now enroute satisfy the stated requirements of all Air Forces.

d. Leakproof tanks - As a result of Eglin Field tests, indicating the freedom of non-leakproof wing tanks from explosive effects of gun-fire, the leakproof article is no longer considered in connection with fighter escort for long range bombardment missions.

*O. P. Echols*

O. P. ECHOLS  
Maj General, U. S. A.  
Asst. Chief of Air Staff  
Materiel, Maintenance & Distribution

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HQ. AAF  
21 DEC 1943  
WAG MAIL SECTION

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DOC #15

8 Jan & 20 June 1974

By 11111 AC Date 10-2-76

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SUBJECT: Basic Trainer Airplane Requirements.

TO: Assistant Secretary, Air Staff, Attn: Lt. Col. Burt  
THRU: AC/AS, Training, Attn: Major Seay  
FROM: Management Control, Statistical Control Div. (AFMSG-2C)

DATE: 3 Dec. 1943

COMMENT NO. 1  
MKW:ms 2653

1. In answer to your request for statistical data concerning Item 9, Training Diary, 30 November, the following comments are submitted:

2. The Training Command requirements for basic trainer airplanes, as approved in the "Working Schedule for the 273 Group Program" dated 19 October, are one basic trainer for every 2.6 students under instruction in basic pilot training school. As of 1 November 1943 the Training Command had assigned 7,198 basic trainers, as against a required average student population in basic schools of 18,059 for the 93,600 pilot program at its peak. This is a ratio of 1:2.5, or about 250 in excess of requirements. However, only 6,365 of these basic trainers are being used in basic schools, so that the actual ratio of basic trainers now in basic schools to ultimate required student population is 1:2.8. Partly offsetting the 833 basic trainers not being used in basic schools are 560 planes of other types which are being used in basic schools, so that the total airplanes actually being used in basic schools is 6,925, or a ratio of 1:2.6, exactly the desired ratio.

3. Although the 18,059 peak student population is not scheduled to be reached until January 1944, the actual student population in October 1943 was 19,602. This resulted largely from a sharp decline in elimination rates in primary schools from 35% in May 1943 to 22% in October 1943, which has resulted in overloading the basic schools far beyond the scheduled requirements of the 93,600 program. When this temporary situation is corrected, there will be no shortage of basic trainers.

4. It is understood that the Training Command prefers to use AT-6's in place of basic trainers in basic schools, so that if there were a shortage of basic trainers it should be made up by increasing production of AT-6's, if possible, rather than by increasing production of basic trainers. In fact, basic trainer production could be eliminated altogether, since it is desired to replace basic trainers now in schools with AT-6's as rapidly as possible.

5. Contemplated reductions in the pilot training program should still further increase existing overages of all types of trainers in the near future.

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

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DDI 105

8 Jan. & 26 June 1974

By SP4/HAC Date 10-7-76

Project #90430

AC/AS, HNSD

~~Thru~~ AC/AS, OCSR, Commitments

Deputy Chief of Air Staff

20 Dec 43

1  
WJK/eva/72487

The C-87 "theater installations" for a minimum of six, maximum of eight airplanes on Project #90430 shall precede work on the Scott Project at Tuscon.

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

Dispatched  
20 DEC 1943  
AWJ

AWJ 452 11  
1177

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AWJ 452 11  
1177

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HEADQUARTERS ARMY AIR FORCES

DD Form 1374  
1 Apr 64 30 June 1974  
By NA/INB SAC Date 10-7-76

**ROUTING AND RECORD SHEET**  
**CONFIDENTIAL**

TALLY NO.	
FILE NO.	

SUBJECT: Characteristics for Experimental **DECLASSIFIED**

TO: Chief of Air Staff, Attn: Capt. L. V. Burgh, Rm 3E-1035

DATE 18 Dec. '43

FROM: AC/AS, MA&D, Materiel Division

COMMENT NO. 1  
RRG:hbr/71150

Forwarded herewith for your file are revised characteristics data sheets for the XP-75 fighter airplane project.

*m&d*  
E. C. WILSON  
Colonel, Air Corps  
Chief, Development Engineering Branch

Attach:  
Data sheet for XP-75 airplane

4521  
7125

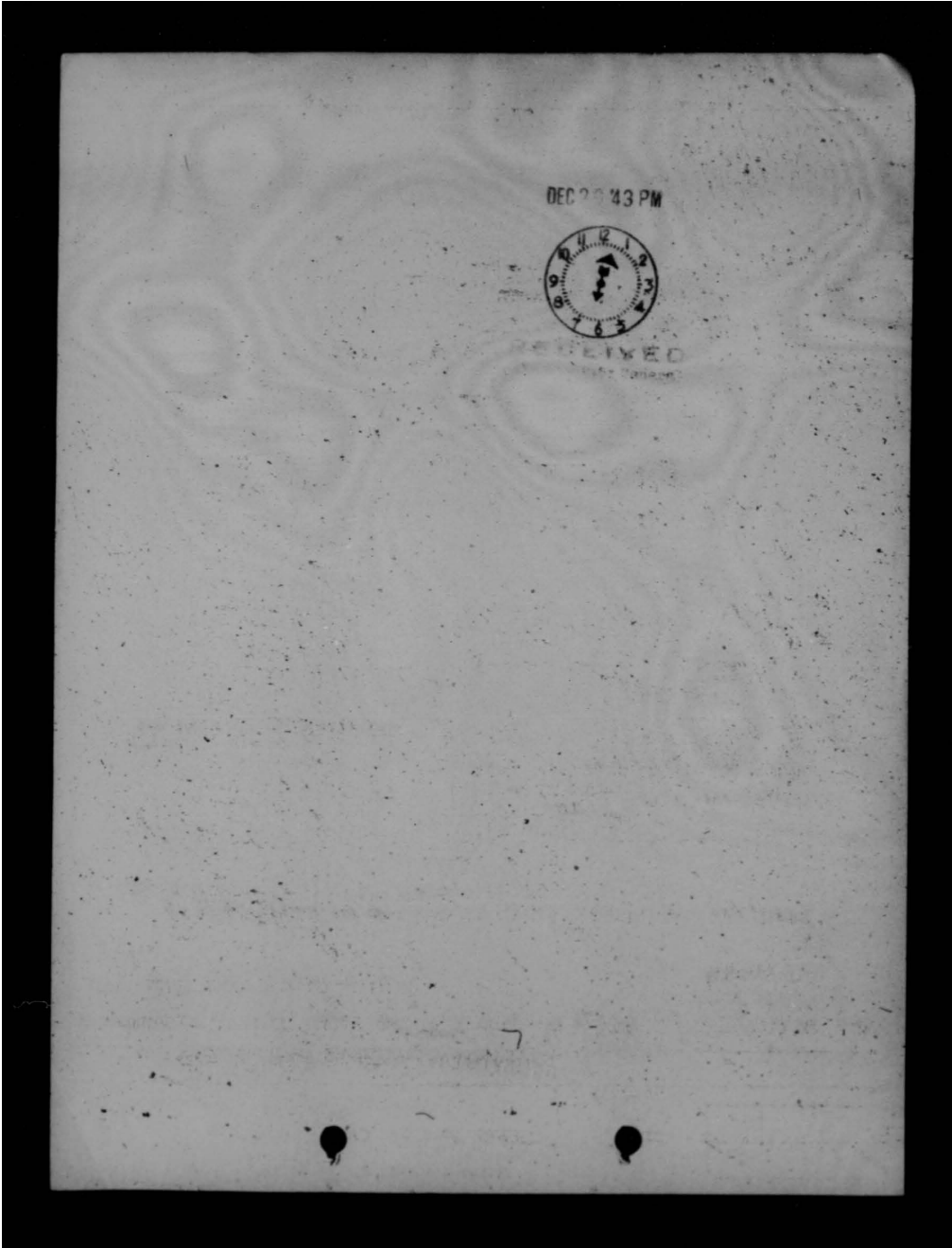
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13 Jan 44*

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**CONFIDENTIAL**

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3-1109 A.F.

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DDO IIR  
8 Jan. & 20 June 1974  
By AL/HHT/CI Date 10-7-76

Characteristics for Experimental Airplanes

Chief of Air Staff, Attn: Capt. L. V. Burgh, RM 33-1086

18 Dec. '43

AG/AS, HQAD, Materiel Division

EDS:hr/71150 1

Forwarded herewith for your file are revised characteristics data sheets for the XP-75 fighter airplane project.

R. C. WILSON  
Colonel, Air Corps  
Chief, Development Engineering Branch

Attach:  
Data sheet for XP-75 airplane

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DDO WTS  
8 Jan & 20 June 1974  
By ALH/ML AC Data 10-7-76

Augmentation of Troop Carrier Units

Assistant Chief of Air Staff, Operations, Commitments  
and Requirements  
Deputy Chief of the Air Staff

1-5-44

VEN:JT 5246

General Giles desires that an up-to-date study similar to the attached be submitted to him upon his return from his forthcoming trip.

1 Incl.  
Staff Study  
same subj

Dispatched  
5 JAN 1944  
WES

WILLIAM E. HALL,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

DAW 4521

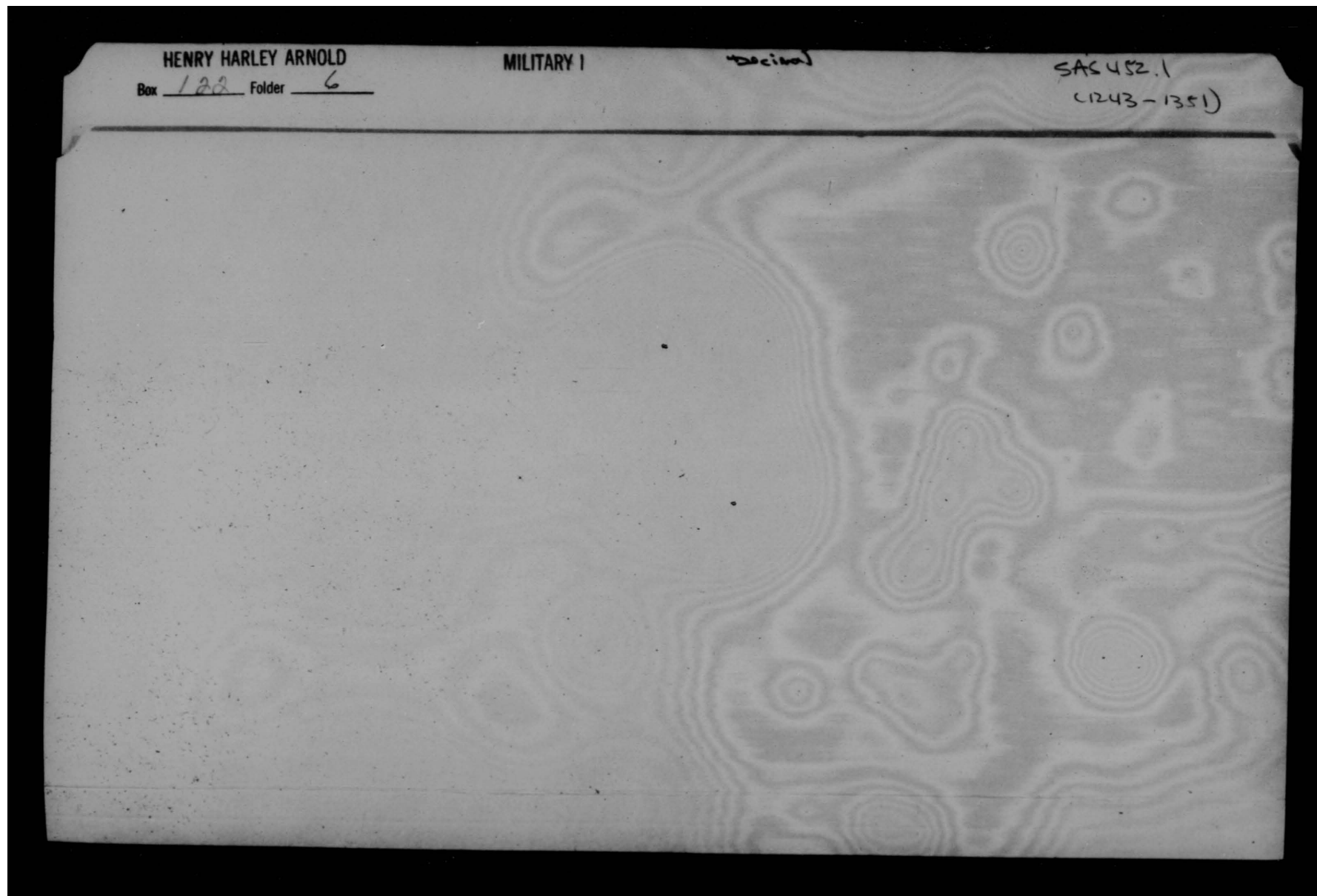
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cc 5 Jan 44

cc 4521 1171

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By: [signature] Date: 10-1-76

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By: [signature] Date: 10-1-76

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DOO BR.  
8 Jan. & 20 June 1976  
By ACM/10 Date 10/7/76  
DE

*Handwritten:* 452.1 (1551)

TO: General Echols

Date 2 April 1944

From: General Giles

Comment No. 2

1. Note the grave concern of General Arnold re production of A-26 Airplanes.
2. A qualified representative of your Division should contact General Knudsen and Mr. Wilson and see what can be done to "beef-up" the present schedule.
3. Advise me as soon as possible of the action you are taking.

Encls: n/o

Dispatched  
2 APR 1944  
AGG

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

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DDO WFO

9 Jan. & 20 June 1974

By ALM / ACD Date 10/7/76

DE

Delivery Schedule for A-26 Airplanes.

Gen. Giles

3-31-44

Gen. Arnold

1

In connection with the attached, I am not satisfied with the delivery schedule. There must be some way to improve the output of these two factories.

It is desired that you have someone confer with General Knudsen and Mr. C. E. Wilson to determine ways and means of getting more airplanes of this type at advanced dates.

Incls: Memo to Gen. Arnold, 3-27-44, fra.  
Gen. Echols, above subj.  
Kinsprint of A-26.  
RARs 1, 2, & 3, between OGER &  
Gen. Ferris, above subj.  
Memo to C/AS, 3-23-44, fra  
Col. E. D. Reynolds, "Report of  
Trip to Douglas Aircraft Corp.  
RARs 1, 2 between OGER, Materiel  
and Chief of Air Staff

H.H.A.

TO: General Echols

Date 2 April 1944

From: General Giles

Comment No. 21

1. Note the grave concern of General Arnold re production of A-26 Airplanes.
2. A qualified representative of your Division should contact General Knudsen and Mr. Wilson and see what can be done to "beef-up" the present schedule.
3. Advise me as soon as possible of the action you are taking.

Encls: n/c

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

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EOD Int.  
8 Jan. & 22 June 1974  
AL/AS/ [unclear] 10/2/76

Subject: Auxiliary Means for Retracting and Lowering B-29 Landing Gear.

*File*  
*[Signature]*

*452.1*  
*1345*

TO: Chief of the Air Staff  
FROM: AG/AS, HMAO

DATE 1 APR 1944

COMMENT NO. 2  
Col. J. F. Phillips/ah/71285

1. The following action has already been taken in connection with the conditions noted in Comment No. 1:

a. Some time ago Boeing Company was requested to submit an engineering proposal on an emergency method of manually retracting and lowering the landing gear on the B-29. This change will be incorporated in production at the earliest possible date.

b. Boeing has been put on a 24-hour basis, with a deadline of 15 April to complete engineering. Boeing engineering, when complete, will be presented to the B-29 Committee to establish change points in all B-29 facilities.

c. Greatly improved electrical retracting motors are becoming available, which should materially reduce the landing gear failures as soon as installations can be made.

2. Due to the fact that castings and gears are involved, it is anticipated that some time will be required to place this change in production.

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DDO Hqs.  
8 Dec. & 20 June 1974  
By *AW/* Date: *10/7/76*

**Auxiliary Means for Retracting and Lowering B-29 Landing Gear.**

**Chief of the Air Staff**

**AS/AS, WMAA**

**3 (Cont.)**  
**Col. J.F. Phillips/ah/71006**

**5. Modification kits will be supplied for installation in the field and at modification centers.**

**O. P. ECHOLS**  
**Maj. General, U. S. A.**  
**Asst. Chief of Air Staff**  
**Material, Maintenance & Distribution**

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8 Jan. & 20 June 1976  
By: AL/TEAC, Date 10/7/76

Auxiliary Means for Retracting and Lowering B-29 Landing Gear.

General Echols.

30 March 1944

General Giles.

1  
MAL/mgg/3373

1. The number of recent accidents involving failure in the electric system in B-29 type aircraft with the resultant inability to lower or retract the landing gear is reaching serious proportions.
2. It is directed that you start at once to engineer an auxiliary means for retracting and lowering the landing gear on the B-29 type aircraft.
3. A report of your intended action to accomplish the foregoing is desired without delay.

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

*AMG 452.1*  
*(1345)*

Dispatched  
30 MAR 1944  
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DOO 113  
8 Sep. 8 20 June 1975  
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TDE

Airplane Shortages.

*Handwritten:* OAS USAF  
1343

TO: AC/AS, OC&R  
Thru: AC/AS, M&D  
FROM: Deputy Chief of Air Staff

*Handwritten:* Dispt 0891  
29 MAR 1944  
SAG

DATE 28 Mar 44

COMMENT NO. 2  
ESP/sva/6371

1. Our depots are likely to become jammed with war-weary aircraft returning from overseas that require from 8,000 to 10,000 manhours to put in a safe flyable condition. This uneconomic method of procuring airplanes for training must be held to a minimum.
2. With this in mind, it is directed that:
  - a. M&D specify the condition the airplanes must be in before it is even selected for return to the U.S.;
  - b. Training and OC&R decide the numbers of returned aircraft that should not be exceeded to meet the minimum requirements of training;
  - c. OC&R direct the theater commanders concerned not to return aircraft in excess of this maximum number.

*Handwritten:* FILE - 3127-44

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

1 Incl n/c

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900 WTS  
8 Jan. & 20 June 1974  
By \_\_\_\_\_  
ACI Date \_\_\_\_\_

6 APR 1944

Mr. John F. Gaty, Vice President  
Boech Aircraft Corporation  
Wichita, Kansas

Dear Mr. Gaty:

Thank you for your letter of March 24 concerning the tests of the trailing wire-cutting device. It is very gratifying to know that the device performed successfully and satisfied the observing officers from Wright Field. I am sure that if the tests at Eglin Field are completed successfully we will find ample use for the device in the combat theaters.

Sincerely yours,

~~Barney M. Giles~~  
Barney M. Giles,  
Major General, U. S. Army,  
Chief of the Air Staff.

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1342

DISPATCHED  
6 APR 1944  
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DDO 89s

8 Jan & 30 June 1974

By AC/OPS/IC, Date 10/27/76

**Airborne Device for Destruction of Telephone and Telegraphic Lines in Enemy Territory**

Deputy Chief of Air Staff (Brig Gen E.S. Ferrin)

31 Mar 1944

Asst G/AS, Operations, Commitments & Requirements

1

AFHQ/M Capt Hoffman/mp/72448

1. The attached letter is forwarded for signature.
2. For your information, on 1 Jan 1944, Beech Aircraft Corporation forwarded a letter to this Headquarters, subject as above. The airborne device for destruction of telephone and telegraphic lines in enemy territory is to be a cable attachment to be towed behind and below without slowing down or affecting the towing aircraft.
3. Materiel Command was instructed to initiate a project for development and test of the equipment and a P-51B aircraft was assigned for the purpose.
4. Army Air Forces Board was directed to initiate a study to determine if a military requirement existed and, as the submitted report did not contain sufficient coverage of the subject, cables were dispatched to the Commanding Generals of the Eighth, Ninth, Twelfth, and Fifteenth Air Forces requesting verification of a military requirement and suggestions.
5. In the meantime, Materiel Command has completed development and has conducted tests which proved successful and specifically indicated that the device will perform the operations for which it is designed. Preceding information was received in this Headquarters by letter from the Beech Aircraft Corporation under date of 24 Mar 1944.
6. Current status of the project:
  - a. Replies have not been received from the theaters as yet, but upon receipt, information will be transmitted to Army Air Forces Proving Grounds for assistance in compiling report of the operational test soon to be conducted. Test will be initiated as soon as Materiel Command furnishes necessary equipment.

ESM  
13-11

- 2 Incls  
 Incl 1. Ltr fr Beech Aoft Corp  
 dtd 24 Mar 1944  
 Incl 2. Ltr to Beech Aoft Corp  
 for signature

AFHQ/M \_\_\_\_\_  
AFHQ \_\_\_\_\_

H. A. Craig  
Major General, U. S. Army  
Asst. Chief of Air Staff  
Operations, Commitments & Requirements

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452.1 (342)

ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON 25, D. C.

~~CONFIDENTIAL~~

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000 IWS

8 Jan. & 20 June 1974  
By AL/ABE/EG, DAW/374



ATTENTION:

HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON

AFDMA-1

29 MAR 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF

SUBJECT: Items Recently Discussed by Mr. Gross of  
Lockheed Aircraft

*Noted by  
RME  
HMF*

1. Reference recent discussions by Mr. Gross of Lockheed in various offices of Headquarters, AAF in connection with the "Subjects for Discussion," copy attached, the following report of action on each item listed is furnished as requested by Brig. Gen. E. S. Perrin:

a. P-38 E.T.O. Changes:

There is no foundation to the "rumor" that modifications will be confined to airplanes in the U.S.A. It is definitely planned to accomplish the modifications recommended by Col. Kelsey in the E.T.O., as well as in this country, including putting same on the production line. The Air Service Command is taking the necessary action to move the kits to the E.T.O. and necessary space bookings will be made.

- (1) There will be 600 kits in each of three groups of changes. Of these, 125 kits of the first group (priority 1-A changes) have been shipped and the remaining 475 are enroute from Burbank to Newark.
- (2) Of the second group (priority 1 changes) all kits will be available within three weeks following joint approval by AC/AS, O&R and MM&D. These changes are now being reviewed.
- (3) The third group of changes (priority 2 changes) have been approved and are scheduled as production line changes as well as theater changes. Thirteen (13) kits have been shipped to the U.K. to serve as prototype installations with remainder of kits scheduled for shipment about June. To ship sooner would cause shortage of parts for the production line.

b. P-38 - 500 Per Month Program:

There is no planned change in the procurement of 500 P-38's per month.

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929  
U.S. Army Air Force  
TO AAF  
20 MAR 1944  
CLASSIFIED MAIL SECTION  
20 MAR 44  
AG Receive

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DOO lrs.

8 Jan. &amp; 20 June 1974

By: AL/MS Date: 1/27/76

Memorandum for the Chief of Air Staff  
Subject: Items Recently Discussed by Mr. Gross of Lockheed Aircraft

c. P-38 - 800 Per Month Plus Spares Versus 700 Per Month Plus Spares:

Answered by subparagraph b., above.

d. Warehouse for P-38 Assemblies:

Mr. Gross was advised to submit in detail Lockheed's request for an additional warehouse (approximately \$2,000,000) which he considers essential to house the two to three weeks' supply of subassemblies. Final action must await receipt and review of this request, which has not yet been received.

e. Continuous Service Test of P-38 at Burbank:

To implement General Arnold's approval for Lockheed's retaining three (3) P-38's for testing to destruction, Mr. Gross has been informed that Lockheed should make formal application to the Materiel Command by means of a request for bailment contract or equivalent legal agreement for the retention of the three aircraft. Materiel Command has been directed to approve same when Lockheed submits the request.

f. Airplane for Administrative Use:

Approval for Lockheed to purchase a crashed up Model 12 airplane was granted by the JAC (Air) on 24 March 1944.

g. Airplane for Pilot Pick-up at Long Beach:

Steps have been taken to permanently assign a C-60 (Lodestar) airplane to the Materiel Command for use by the AAF Resident Representative office at Lockheed for local pilot pick-up.

h. C-69 and C-69B Program:

The W-10 schedule now being drafted, will permit delivery of ten (10) C-69's instead of nine (9) this year and will allow Lockheed to proceed throughout 1945 at the following monthly rates:

4, 5, 6, 6, 7, 7, 8 thereafter through  
December (sum total - 94).

Cancellation of the C-69B project is being accomplished.

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~~CONFIDENTIAL~~

Memorandum for the Chief of Air Staff

Subject: Items Recently Discussed by Mr. Gross of Lockheed Aircraft

1. P-80 Program:

No comment.

J. XP-58:

Steps have been taken to cancel the second XP-58 article.

k. L-1000 Reproduction Rights:

Mr. Gross was requested to discuss post war reproduction rights with Mr. W. L. Marbury, Army Service Forces. Informal report from Mr. Yost, Washington representative of Lockheed who attended this conference, is to the effect that Mr. Marbury did not encourage Mr. Gross in hoping that exclusive reproduction rights free in peace time could be granted the Lockheed Company in connection with their L-1000 (jet) power plant development.

1 Incl.  
Cy. "Subjects for Discussion"

*O P E Echols*  
O. P. ECHOLS  
Maj. General, U. S. A.  
Asst. Chief of Air Staff  
Material, Maintenance & Distribution

- 3 -

~~CONFIDENTIAL~~

*File  
ca 15 may 44*  
*See ab 452 (134)*

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

~~CONFIDENTIAL~~

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8 July 6 20 June 1974  
By *ALM/Doc. Date 10/7/76*

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

8 December 1943

MEMORANDUM FOR GENERAL E. S. PERRIN:

1. The General Electric regulator referred to in attached copy of telephone conversation is a unit of the proposed unilever control. This one-lever control operates the throttle, the propeller governor, and the turbo overspeed regulator. A book message was sent to the Eighth, Twelfth, and Fifth Air Forces to obtain their requirements for such a control. The Eighth and Twelfth Air Forces have requested this installation in P-47's at the earliest possible date.

2. The following information was received from Capt Stoody, MM&D, Production Engineering:

a. General Electric has not stopped development of the regulator, but instead has given the Materiel Command a tentative schedule which should enable the installation of the unit in production P-47's not later than July 1944.

b. A P-47 equipped with the unilever test installation has been flying at Republic since May. Available information indicates they are quite enthusiastic with the performance of this feature.

c. MM&D estimates that this control unit can be incorporated in production line P-47 aircraft by about July 1944 without decrease in present production; however, this control will be introduced as a production line installation in such a manner that production losses will not be experienced.

3. Two GE units are to arrive at the Army Air Forces Proving Ground Command this week for installation and operational tests.

4. Present manifold pressure and turbo speed regulation for the P-47D series aircraft are unsatisfactory for War Emergency power at high altitudes. With the use of water injection at high altitudes the present system will be dangerous. Therefore, it is mandatory that a satisfactory installation be introduced for the P-47D series aircraft as soon as possible. A request has been forwarded this date to Asst Chief of Air Staff, MM&D for this installation as soon as it can be accomplished without any loss in production.

*OK 452.1 1340*

1 Incl: cy of tel conversation 6 Dec 43 between Mr. Goslin and Gen Perrin.

*W. H. Wise*

W. H. WISE  
Colonel, Air Corps  
Acting Chief, Fighter & Air Defense Branch  
Requirements Division  
Office of Asst Chief of Air Staff,  
Operations, Commitments and Requirements



*OK P*

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*OK 452.1 1340*



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AIR SERVICE COMMAND

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8 Jan. 4 2000 1274  
By AL 2000 Date 12/17/76

IN REPLY  
REFER TO:

PATTERSON FIELD, FAIRFIELD, OHIO

18 March, 1944

Subject: Modifications in Overseas Theaters of Operation.

To: The Commanding General,  
Army Air Forces,  
Washington 25, D. C.

1. A large percentage of the work being accomplished by base depots and advance depots in overseas theaters of operation consists of modifications to aircraft and equipment.
2. The majority of these modifications are desirable and, in most instances, necessary, particularly in the European Theater of Operations.
3. The tactical situation is reaching the point in this theater, as well as in the Mediterranean Theater, where the attrition of German fighter aircraft is greater than the replacement of these aircraft.
4. When this fact is definitely established, it would seem that the logical thing to do would be to keep as many aircraft in the air as is possible to accelerate the attrition of German fighter aircraft to the point where we will attain complete air supremacy over Germany. Since modifications keep aircraft on the ground, it is recommended that all modifications be weighed with respect to the existing tactical situation, and that all but those which are absolutely mandatory be stopped. This will result in the greatest number of aircraft possible being put into the air against the enemy in larger masses, thus hastening the destruction of his dwindling fighter strength in the shortest possible length of time, rather than having airplanes grounded for fine line modifications.

45811339

*[Signature]*  
Major General, U. S. A.,  
Commanding.

*Yell  
and  
3/25/44*

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*452-7 (1339)*

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

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SUBJECT: Modification Schedule for F-7 Airplanes

DECLASSIFIED  
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DATE 10/17/76

TO: The Chief of Air Staff (Attention: Lt. Colonel Kricker)

DATE 9/28

FROM: AC/AS, HMD

COMMENT NO. 1  
JCG:das - 72389

1. As requested in telephone conversation of 4 January 1944 by Lt. Colonel Kricker, from the office of General Perrin, the following estimated production schedule for F-7 (B-24) airplanes from modification centers is submitted:

	Jan	Feb	Mar	Apr	May	June
St. Paul	12	12	12	12	12	12
Omaha	0	15	15	15	15	7

2. The St. Paul figure for January includes 11 B-24's and the February figure includes 1 B-24 previously given theatre modifications at Tucson and therefore previously reported as tactically available.

J. W. SESSONS,  
Colonel, Air Corps,  
Executive, Office,  
AC/AS, HMD

*File  
AC/AS  
3/28/44  
Done  
1/7/44*

*AC/AS 11/13/44*

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EOD 100

8 Jan. 2000

AS/ASG Date 19/7/76

HEADQUARTERS  
ARMY AIR FORCES  
WASHINGTON, D.C.

11 March 1944

SUBJECT: Completion of B-29 Airplanes for 50th Bombardment Wing (VH).

TO: Commanding General, XX Bomber Command (Near Echelon,) Smoky Hill Army Air Field, Salina, Kansas.

1. Attached hereto is a completion schedule of airplanes to govern priority of completion for the 50th Bombardment Wing (VH). Schedule beyond 11 March 1944 will be promulgated in a supplementary memorandum.
2. No airplanes will be released for flying until approved by the "Checker Board", appointed and convened this date.

By command of General ARNOLD:

BENNETT E. MYERS,  
Major General, U.S. Army,  
Deputy AC/AS, HQAF.

1 Incl:  
Completion Schedule, 10 Mar 44.

Distribution:

- Maj. Gen. Giles, HQAF, Washington
- Maj. Gen. Echols, HQAF, Washington
- Brig. Gen. Craig, HQAF, Washington
- Maj. Gen. Branshaw, AAF Matl Comd, Wright Field
- Maj. Gen. McMullen, ASC, Patterson Field
- Maj. General Miller, ASC, Patterson Field
- Brig. General Cook, Prod. Div., Matl Comd, Wright Field
- AAF Matl Comd, Eastern Proc. Dist. Supvr.
- " " " Southeastern Proc. Dist. Supvr.
- " " " Central Proc. Dist. Supvr.
- " " " Mid-Central Proc. Dist. Supvr.
- " " " Mid-Western Proc. Dist. Supvr.
- " " " Western Proc. Dist. Supvr.

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*AS 4521 (1337)*

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10 March 1944  
Page 1 of 5 Pages

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000 hrs.  
8 Apr. & 10 June 1974  
By: A. J. [unclear] 10/17/76

COMPLETION SCHEDULE

Date	Serial Number & Location of Completed Airplanes		Number Completed on Day	Number Completed to Date (Cumulative)
	Serial No.	Location		
Mar 11	42-6250	Pratt	1	1
Mar 12	6282	Pratt)		
Mar 12	6304	Pratt)	3	4
Mar 12	6331	Salina)		
Mar 13	6281	Pratt)		
Mar 13	6318	Pratt)	2	6
Mar 14	6240	Pratt)		
Mar 14	6298	Pratt)	3	9
Mar 14	6308	Pratt)		
Mar 15	6249	Pratt)		
Mar 15	6301	Pratt)		
Mar 15	6310	Pratt)		
Mar 15	6319	Pratt)	7	16
Mar 15	6322	Pratt)		
Mar 15	6326	Pratt)		
Mar 15	6297	Pratt)		
Mar 16	6218	Pratt)		
Mar 16	6269	Pratt)		
Mar 16	6276	Pratt)	4	20
Mar 16	6344	Pratt)		

- 1 -  
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Page 2 of 5 Pages

Date	Serial No.	Location	Number Completed on Day	Number Completed to Date (Cumulative)
Mar 17	42-6261	Pratt)		
Mar 17	6303	Pratt)		
Mar 17	6215	Gr. Bend)	4	24
Mar 17	6280	Gr. Bend)		
Mar 18	6275	Pratt)		
Mar 18	6289	Pratt)		
Mar 18	6290	Pratt)		
Mar 18	6283	Gr. Bend)		
Mar 18	6286	Gr. Bend)	9	33
Mar 18	6293	Gr. Bend)		
Mar 18	6300	Gr. Bend)		
Mar 18	6361	Gr. Bend)		
Mar 18	6212	Gr. Bend)		
Mar 19	6214	Pratt)		
Mar 19	6291	Pratt)	4	37
Mar 19	6267	Gr. Bend)		
Mar 19	6317	Gr. Bend)		
Mar 20	6237	Pratt)		
Mar 20	6288	Pratt)		
Mar 20	6294	Pratt)		
Mar 20	6246	Gr. Bend)		
Mar 20	6292	Gr. Bend)	9	46
Mar 20	6296	Gr. Bend)		
Mar 20	6307	Gr. Bend)		
Mar 20	6309	Gr. Bend)		
Mar 20	6320	Gr. Bend)		

- 2 -  
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<u>Date</u>	<u>Serial No.</u>	<u>Location</u>	<u>Number Completed on Day</u>	<u>Number Completed to Date (Cumulative)</u>
Mar 21	42-6295	Pratt )		
Mar 21	6306	Pratt )		
Mar 21	6313	Pratt )		
Mar 21	6324	Gr.Bend )	7	53
Mar 21	6325	Gr.Bend )		
Mar 21	6330	Gr.Bend )		
Mar 21	6352	Gr.Bend )		
Mar 22	6302	Gr.Bend )		
Mar 22	6323	Gr.Bend )		
Mar 22	6327	Gr.Bend )	5	58
Mar 22	6343	Gr.Bend )		
Mar 22	6353	Gr.Bend )		
Mar 23	6228	Gr.Bend )		
Mar 23	6321	Gr.Bend )		
Mar 23	6340	Gr.Bend )		
Mar 23	6341	Gr.Bend )	6	64
Mar 23	6213	Walker )		
Mar 23	6223	Walker )		
Mar 24	6315	Gr.Bend )		
Mar 24	6248	Walker )		
Mar 24	6266	Walker )		
Mar 24	6270	Walker )	6	70
Mar 24	6273	Walker )		
Mar 24	6278	Walker )		

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<u>Date</u>	<u>Serial No.</u>	<u>Location</u>	<u>Number Completed on Day</u>	<u>Number Completed to Date (Cumulative)</u>
Mar 25	42-6287	Walker )		
Mar 25	6311	Walker )	4	74
Mar 25	6316	Walker )		
Mar 25	6329	Walker )		
Mar 26	6285	Walker )		
Mar 26	6332	Walker )		
Mar 26	6337	Walker )	5	79
Mar 26	6338	Walker )		
Mar 26	93824	Walker )		
Mar 27	6312	Walker )		
Mar 27	6328	Walker )	4	83
Mar 27	6345	Walker )		
Mar 27	6347	Walker )		
Mar 28	6305	Walker )		
Mar 28	6335	Walker )	4	87
Mar 28	6255	Salina )		
Mar 28	6333	Salina )		
Mar 29	6253	Salina )		
Mar 29	6272	Salina )		
Mar 29	6279	Salina )	5	92
Mar 29	6284	Salina )		
Mar 29	6314	Salina )		

- 4 -

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<u>Date</u>	<u>Serial No.</u>	<u>Location</u>	<u>Number Completed on Day</u>	<u>Number Completed to Date (Cumulative)</u>
Mar 30	42-6217	Salina )		
Mar 30	6264	Salina )		
Mar 30	6265	Salina )	4	96
Mar 30	6271	Salina )		
Mar 31	6208	Salina )	1	97

- 5 DECLASSIFIED  
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000 hrs  
9 Jan & 20 June 1974  
By AS/AS/DSC Date 10/7/76

AFROM

24 March 1944

MEMORANDUM FOR GENERAL CRAIG:

Subject: Aircraft on Hand at Newark.

1. Major Schwanz of Traffic Branch of AG/AS, MMAD has indicated informally that there is no undue delay on the shipment of aircraft currently at Newark. As of 22 March, the total number of aircraft, including gliders which are in storage, at Newark, Ft. Dix and Roosevelt Field was 552. The breakdown status of the above total is as follows:

On the Field Not in Work	128
Short Parts (Includes F-5s awaiting Photo Glass)	27
In Work	95
Ready for Shipment:	
Crated	173
Processed	129
Total Aircraft on Hand	<u>552</u>
Of 173 Crated:	
Shipping Space in Sight for:	159
Of which 29 are actually booked.	
Of 129 Processed and those in Work & on the Field:	
Shipping Space in Sight for:	303
Of which 220 are actually booked.	
Total Space in Sight	<u>462</u>
Difference composed principally of aircraft destined for MTO	90

2. The attached chart is self-explanatory and indicates that the current number on hand is not excessive based on past on hand figures.

Attach:  
Chart.

T. L. MOSLEY  
Colonel, Air Corps

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000 hrs  
9 Jan & 20 June 1974  
By AS/AS/DSC Date 10/7/76

Allocation of B-29s to Materiel Command for Tests

25 March 1944

1. AG/AS, MMAD  
2. AG/AS, CGAR  
Chief of the Air Staff

1

1. The allocation of B-29 aircraft for both training and the necessary testing being conducted by AG/AS, MMAD, presents a very critical problem due to the lack of aircraft to properly mount such a large program.

2. At the present time there are assigned to the Materiel Command for test purposes the following B-29 aircraft:

- 1. YB 41-008 - Boeing, Seattle
- 2. YB 41-18885 - Marietta, Georgia
- 3. YB 41-36984 - Cleveland, Ohio
- 4. YB 41-38957 - Vandalia, Georgia
- 5. YB 41-38966 - Boca Raton, Florida
- 6. B 42-6206 - Boeing, Wichita
- 7. B 42-6226 - Boeing, Wichita
- 8. B 42-6259 - Wright Field

\*Tests to be completed 24 March at which time plane will revert to Second Air Force for use in Training.

3. Seven (7) B-29s are the maximum number which can be allocated to the Materiel Command at the present time. An additional airplane is being assigned from June production, making a total of eight (8) airplanes available for test purposes.

4. Every effort must be made to utilize the maximum capability of the equipment of the airplane, and properly correlate and combine necessary tests utilizing these eight (8) airplanes. Sufficient airplanes are not available to meet the minimum training requirements and any additional airplanes requested for test purposes must be withdrawn from those allocated to Training.

5. It is directed that every effort be made to concentrate all necessary tests within the eight (8) airplanes mentioned in paragraph 3 and to take full advantage of the airplanes at hand in combining tests. At any time one of these planes is released for training and properly modified to place it in its original condition, a replacement airplane from production can be furnished.

Barney M. Giles,  
Major General, U. S. Army,  
Chief of the Air Staff.

1007 452.1  
27 MAR 1944  
AGG

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1007 452.1 (1332)

1007 452.1 (1332)

Return of War Heavy Airplanes from Overseas Theaters

TO: AC/AS, M&D  
FROM: Deputy Chief of Air Staff

DATE 6 Apr 44

COMMENT NO. 5  
ESP/eva/6371

Please prepare policy (paragraph #2 of Comment #3) for presentation to General Arnold.

1 Incl n/c

Dispatched  
7 APR 1944  
486

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

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9 Jan & 20 June 1974  
By ALW/DEIC, Date 13/7/76

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Return of War Weary Airplanes from Overseas Theaters

IN TURN: (1) AC/AS, HQM&D  
(2) AC/AS, Plans  
XXXX (3) Special Projects

23 Mar 44

FROM: Deputy Chief of Air Staff

1  
ESP/eva/6371

(1) For comment and concurrence.

(2) and (3) For comment and action where possible. It is requested that a report of action taken be submitted to this office by 30 March.

1 Incl

Ltr to CG, AAF frn Gen. Frank,  
ASC dtd 19 Mar 44 this subj.

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

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24 MAR 1944  
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8 Jan. & 30 June 1974  
By: ALW/DELG, Date: 10/2/76

Proposed Ltr. for Vice Admiral McCain Re Request for P-61 Airplanes

The Air Adjutant General

22 Mar 1944

AG/AS, WMB

1  
Col. J. F. Phillips/cn 71885

1. Transmitted herewith for signature of the Commanding General, Army Air Force is a proposed letter to the Navy Department concerning on a request from that Department for allocation of Army P-61 night fighters.

Incl.  
Ltr. (written 22 Mar 44) for  
signature of WMA to Vice Admiral  
McCain

O. P. ECHOLS  
Maj General, U. S. A.  
Asst. Chief of Air Staff  
Materiel, Maintenance & Distribution

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DOO #12  
8 Jan. & 20 June 1974  
By: A14/DBG, Date: 10/2/76

C-47 Fuel System Modifications.

General Echols.

21 March 1944

General Craig.

HAG/mgq/3373

1. It is requested that you give your personal attention to the recommended action in the attached letter from General George.
2. If you agree that the recommendations can be accomplished as outlined it is desired that action be initiated immediately.

H. A. CRAIG,  
Major General, U. S. A.,  
Acting Chief of the Air Staff.

Att: Ltr to CG, AAF fm.  
Gen. George, 3/17/44.

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Dispatches  
21 MAR 1944  
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DDG 413  
8 Jan. & 20 June 1974

By AL/VDS/C Date 10/17/76

Production of DC-3 type airplane

AC/AS, Operations, Commitments & Requirements  
Allocations Branch  
Deputy Chief of the Air Staff, General Hall

21 Mar 44

REH/oo/72141 1

1. Please advise by comment hereon whether or not any DC-3 type aircraft fitted out for transport purposes similar to airline airplanes are being produced at this time.

2. If there is a production of this type airplane, please indicate the assignments made of same during the last three months.

ROBERT H. HARPER  
Lt. Colonel, Air Corps  
Asst Secretary, Air Staff

*452.1*

TO: Deputy Chief of the Air Staff (General Hall)

DATE: MAR 24 1944

FROM: AC/AS, Operations, Commitments, and Requirements

COMMENT NO. 2  
EDT/jit/6109

*1324*

There are no DC-3 or other Heavy or Medium Transport type aircraft in production which would serve for transport purposes similar to airline airplanes.

WILLIAM F. MCKEE  
Colonel, Air Corps  
Deputy Asst. Chief of Air Staff  
Operations, Commitments & Requirements

AC/AS, OCE, Commitments Div \_\_\_\_\_

Concurrence:

AC/AS, MM&D \_\_\_\_\_

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*3/24/44*

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*part 3/25/44*

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DDI 118  
8 Jan. & 20 June 1974  
By AL/10/11/12 Date 10/17/76

Production of DC-3 type airplane

AC/AS, Operations, Commitments & Requirements  
Allocations Branch  
Deputy Chief of the Air Staff, General Hall

21 Mar 44

RHE/oo/72141 1

1. Please advise by comment hereon whether or not any DC-3 type aircraft fitted out for transport purposes similar to airline airplanes are being produced at this time.
2. If there is a production of this type airplane, please indicate the assignments made of same during the last three months.

ROBERT H. HARPER  
Lt. Colonel, Air Corps  
Asst Secretary, Air Staff

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21 MAR 1944  
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3/23/44

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DDO HRS

8 Jan. & 20 June 1974

By ALW AC Date 10/17/76  
DE

20 March 1944.

MEMORANDUM FOR COLONEL FRED DEAN:

Subject: Reference the Attached Log Sheet.

1. A book message was sent to all theaters in connection with a proposal to augment Troop Carrier Groups from 52 to 64 U. E. aircraft together with an inquiry as to the amount of reserve crews which should be set up for both the C-47's and the gliders.
2. The troop basis provides 32 crews for each Troop Carrier squadron with 16 U.E. airplanes. However, double crews cannot be provided for all units until March 1945 since sufficient RTU capacity will not be available. The book message referred to above requested comment on a proposal to reduce Troop Carrier squadrons to 28 crews. General Eaker, in his message, non-concurs and desires double crews on the basis of intensive Troop Carrier operations. Operations demanding double crews cannot be considered likely to occur frequently or to be of long duration.
3. General Brereton, answering the same message, stated his willingness to use only 24 crews per squadron.
4. General Kenney desires 32 crews for an average flying time of 105 hours monthly per U.E. airplane.
5. General Wooten will accept 28 crews despite his estimate of average monthly flying time per U.E. airplane of 160 hours.
6. General Hale will accept 28 crews and estimates an average monthly flying time of 98 hours per U. E. airplane.
7. General Harmon and General Stratemeyer both concur in the suggested 28 crews.

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8. Our book message suggested increasing the 32 pilots per glider unit to 48 or 1 and 1½ crews per U.E. glider. General Brereton concurred in this suggestion. General Eaker and General Stratemeyer both non-concurred. The object of this suggestion was to insure that sufficient glider pilots would be on hand for more than one glider operation.

9. It is considered that 28 crews per Troop Carrier squadron and 48 crews per glider squadron will meet the requirements of the overseas air forces.

*Sgn*

H. A. CRAIG,  
Major General, U. S. A.,  
Acting Chief of the Air Staff.

20 APR 1944  
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9 Nov. & 20 June 1974  
By *RL/...* LC, Date *10/17/76*  
*JE*  
AFPMa-1

15 MAR 1944

MEMORANDUM FOR CHIEF OF AIR STAFF (Attention: General Perrin)

SUBJECT: Performance Comparison of U.S. and Axis Fighters

1. In accordance with a verbal request, General Perrin to Colonel Brentnall of this office, estimated performance data on representative aircraft are shown on the attached curves.
2. These curves are based on German fighter data received from General F. L. Anderson, 8th Air Force, and that for the Japanese fighter, Tojo, from "Intelligence Summary, Serial Number 185," dated 26 February 1944.

O. P. ECHOLS  
Maj. General, U. S. A.  
Asst. Chief of Air Staff  
Materiel, Maintenance & Distribution

Incl.  
Curve Sheet

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DDO BRS  
8 Jan & 20 June 1974  
By G. L. [unclear] Date 10/17/76

Modification of Airplanes.

General Echols.

14 March 44

General Giles.

2  
MAL/mgc/3373

1. Note the grave concern of General Arnold with reference to two of our major problems, namely: modification of aircraft and production of the A-26 airplane.
2. It is directed that you immediately initiate measures to correct the deplorable situation noted by the Commanding General as regards the modification of airplanes. A report of such actions taken by you in this connection will be rendered no later than 18 March 1944.
3. It will be observed that General Arnold desires the plan for producing the A-26. This report likewise should reach me by 18 March 1944.
4. From all of the foregoing it is quite apparent that a vigorous and efficient follow-up has not been instituted within the Material Command or the entire situation would have been brought out into the open long before this late date. If the situation was known and nothing done as the result thereof, some very severe disciplinary action is indicated against the responsible officers guilty of such dereliction.

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

*Dispatched  
200  
Mar 14 1944*

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DDO BRS  
8 Jan & 20 June 1974  
By G. L. [unclear] Date 10/17/76

Modification of Airplanes.

General Echols.

14 March 44

General Giles.

2  
MAL/mgc/3373

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

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452.1 (1313)*

ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON 25, D. C.

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DECLASSIFIED	BY	DATE
10 MAR 1944		

Authority of  
The Commanding General  
Army Air Forces

Date: 10 MAR 1944 Initials: [Signature]

HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON

ATTENTION:

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DDO Hqs

8 Jan. & 20 June 1974

By: O.C. / W.C. Date: 10/17/76 AFABI

10 MAR 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Disposition of Aircraft Forcelanded in Neutral Territory.

1. In disposing of AAF aircraft forcelanded in neutral territory, varied practices have been followed. A uniform policy has not been advisable, because of special conditions existing in each country.
2. The ostensible "usual practice" has been to sell the aircraft for approximately 50% of cost, after removal of classified material. Actually this policy has applied only in Portugal and Spain, and further negotiations with Spain have been suspended.
3. To assist in negotiations for release of interned crews, Turkey was donated four B-24's forcelanded as a result of the Floesti attack. Ambassador Steinhardt has authority to dispose of the remainder in any manner that will assist him in his negotiations with the Turkish Government.
4. Sweden has been loaned four B-17's, to be purchased or returned after the war. This loan is not a precedent, and was authorized to assist in negotiations for release of AAF personnel.
5. No negotiations have been made for legal transfer of AAF aircraft to Switzerland, because of the country's failure to cooperate in the manner of other friendly neutrals. Crews have been instructed to destroy aircraft forcelanding in Swiss territory.
6. Recommendations have been made that aircraft interned in Russia as a result of operations against Japan be transferred on a Lend-Lease basis.
7. Eire has agreed to release all AAF aircraft forcelanding in its territory.

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HQ. AAF  
10 MAR 1944  
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Disposition of Aircraft Forcelanded  
in Neutral Territory - cont'd.

10 MAR 1944

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6. Attached is list showing AAF aircraft known to be interned in neutral countries.

9. All these countries except Switzerland have cooperated in releasing classified equipment to the United States Military Attache.

THOMAS D. WHITE  
Brigadier General, U. S. Army  
Assistant Chief of Air Staff, Intelligence

Incl:  
List, AAF aircraft  
interned in neutral  
countries.

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DOD Hqs

8 Jan. & 20 June 1974

By *Alan J.C.* Date *10/1/76*

Aircraft Known to be Interned  
in Neutral Countries

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By Authority of  
The Commanding General  
Army Air Force  
MAR 1944  
Date Initials

Portugal: 3 P-36's, 22 P-39's, 1 B-17F (Portuguese Guinea), 1 B-17 (YB-40), 8 B-24's, 2 B-26's and 1 C-47, of these, 1 P-36, 13 P-39's, 2 B-17's, 5 B-24's, 1 B-26 and 1 C-47 are serviceable.

Spain: 3 DC-3's (C-47), 4 B-24's, 1 B-26; 2 P-38's, 1 P-39 (P-400E); all are serviceable.

Turkey: 12 B-24's; 1 B-25, Sixty percent are estimated as serviceable.

Sweden: 5 B-17's and 3 B-24's. All are serviceable.

Switzerland: 8 B-17's and 2 B-24's. So far as known, all are serviceable.

USSR: 3 B-24's and 5 B-25's. No record as to serviceability.

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By Authority of  
The Commanding General  
Army Air Force  
10 MAR 1944  
Date *Lee*  
Initials

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DDO 1025  
8 Jan 60 (Rev 1974)  
By *ACE* / *MC* Date *10/2/76*  
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AFABI

10 MAR 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Disposition of Aircraft Forcelanded in Neutral Territory.

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6. Recommendations have been made that aircraft interned in Russia as a result of operations against Japan be transferred on a Lend-Lease basis.
7. Eiro has agreed to release all AAF aircraft forcelanded in its territory.

THOMAS D. WHITE  
Brigadier General, U. S. Army  
Assistant Chief of Air Staff, Intelligence

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Disposition of Aircraft Forcelanded in Neutral Territory - cont'd.

10 MAR 1944

2-

8. Attached is list showing AAF aircraft known to be interned in neutral countries.

9. All these countries except Switzerland have cooperated in releasing classified equipment to the United States Military Attache.

Incl:  
List, AAF aircraft interned in neutral countries.

- 2 -

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ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON 25, D. C.

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HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON

1 Jan. & 20 June 1974  
O.C. 10/7/74  
LC. Date  
DE

ATTENTION:

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*BMR*

2 March 1944

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF

Subject: Bombing Accomplished on the B-29 Aircraft.

1. Complete bombing tests on the B-29 were carried out by Colonel Jarman of ASTD, Wright Field, in conjunction with the 58th Bombardment Wing in the Kansas area. Bombs of every weight and type were dropped from all altitudes to complete both bomb dropping tests and ballistic table checks.

2. All groups of the 58th Wing have dropped at least twenty (20) 500 pound practice bombs from the B-29.

3. a. As of 26 February 1944, the following is a tabulation of total Bombs dropped from the B-29 aircraft by groups of the 58th Bombardment Wing (VH):

40th Bomb Gp	893
444th Bomb Gp	707
467th Bomb Gp	491
468th Bomb Gp	795

b. As of 22 February 1944, the following numbers of bombs were dropped by the above-mentioned groups in the B-17 aircraft:

40th Bomb Gp	6022
444th Bomb Gp	6387
462d Bomb Gp	8599
468th Bomb Gp	8099

4. The bombing problem in the B-29 is almost identical with that in the B-17. As a matter of fact, the C-1 Automatic Pilot in the B-29 is a little more efficient than the same Pilot installed in the B-17.

*File*  
*g/k*  
*3/10/44*

*Robert W. Harper*  
ROBERT W. HARPER  
Brigadier General, U. S. Army  
Assistant Chief of Air Staff,  
Training.

452.1  
1309

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SECRET

2-9 452.1 (1309)

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DD FORM 1

1 Jan 50 (Rev. 12-14-46)

by *CS* Date *10/16/76*

AFAMP/HWR/71172  
vols: 6 Mar 1944

*7 Mar 44*

MEMORANDUM FOR THE CHAIRMAN, JOINT ALLOCATIONS COMMITTEE (AIR):

Subject: Revision of Allocation and Proposed Assignments of C-87's.

1. A change in the C-87 production scheduling C-87C airplanes in the second six months from Navy cognizance plants necessitates a change in the allocation of C-87 airplanes between the United States Army and Navy.
2. General Giles has discussed this reallocation of C-87's with Admiral McCain, and has agreed to present this matter to the Joint Allocations Committee (Air) for consideration in amending Case No. 500. The attached schedule is satisfactory to both the U.S.A.A.F. and the U.S.N.
3. It is requested that the Secretariat of the Joint Allocations Committee (Air) prepare a case amending Case No. 500 to conform with the attached Agreement.

For the Commanding General, Army Air Forces:

*(S)* *7 Mar 44*

EDWIN S. FERRIN  
Brigadier-General, U. S. A.  
Deputy Chief of the Air Staff

*452.1 (1308)*

Incl -  
Agreement

Copy to:  
DG/NO (Air),  
Rm 2918 Navy Bldg.

*File - Mar 44*  
*CS*

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Cy to: Air AG

*452.1 (1308)*

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DDO 105

8 Jan. & 20 June 1974  
By *ACW/jc* Date *10/7/76*  
*KE*

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Utilization of DC-3 Type Aircraft Acquired from Airlines.

Deputy Chief of Air Staff, Brig. Gen. H. S. Vandenberg  
- Att: Lt. Colonel Durt  
Management Control, Statistical Control Division

7 Mar 44

EM/elv/6068 <sup>1</sup>

1. Answering your verbal inquiry, the following shows the disposition and utilization of the DC-3 type aircraft taken over by the Army Air Forces from the Airlines. Investigation is being continued as to the other types acquired.

- 89 DC-3 type aircraft were secured by the AAF from the Airlines.
- 9 of these have been sold back to the Airlines.
- 7 were allocated to the British.
- 1 is in the 8th Air Force.
- 17 have been condemned or placed in Class 26.

55 remaining on hand in the AAF in continental U.S. were utilized as follows during January 1944 (based on average utilization of this model in these commands):

Command	No. On Hand	Avg. Hrs. Flown Per Day
ATC	53	6.35
Troop Carrier	13	2.80
ASG	7	1.06
Com. Gen'l.	2	1.81
Total	85	4.06

*DATA 452.1*

*1305*

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

*X ge*  
*3/15/44*

*WMB*

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*ACW/jc 452.1. (1305)*

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DDI 1115

8 Jan & 20 June 1974  
By *acm/uc* Date *10/2/76*  
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**AAF Aircraft Returning from Overseas Theaters**

**AC/AS, Training**

**6 Mar 1944**

**Deputy Chief of Air Staff**

**WMS/nj/72487**

**1**

Please indicate the priority of your requirements of aircraft being returned from overseas for training.

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

1 Incl  
Chart "AAF Aircraft  
Returning from Overseas  
Theaters by Type and Model

Dispatched  
6 Mar 1944  
MS

452.1 (1303)

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*air a G. 452.1 (1303)*

Tentative Allocation of 200 C-47A Aircraft for ATC

1584  
1598

TO: AC/AS, O&R

DATE: 5 Mar 44

FROM: Deputy Chief of Air Staff

COMMENT NO. 3  
ESP/sva/6371

1. General Giles approves the allocation of the additional 200 transports to the Air Transport Command.

2. A study should be made regarding the disposition of the additional 400. I feel, and General Giles concurs to a certain extent, that some of these should be given to the Air Service Command for issue to their air depot and air service groups now in theaters in order that they can deliver emergency supplies to tactical organizations. The first of these transports should be sent to India to enable ASC to more efficiently supply ATC Hump operations in the Assam area. Please return your proposed allocation through this office.

Dispatched  
6 MAR:1944  
AAG

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

Incl n/c

114 48 452-1 (12) Air A.B.

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DDO IIS

8 Jan. & 30 June 1974

By *OLM/VE* LC Date *10/7/76*

Data to the British on B-29 Airplane.

AG/AS - OC&R (GENERAL CRAIG)

28 Feb'44.

Chief of the Air Staff.

1

General Arnold approved this date, the giving to the British, of operational and technical data on the B-29 airplane. Such data, will of course, be marked "SECRET".

Dispatched  
29 FEB 1944  
AAG

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

*Am O. S. 452.1 (1997)*

*File  
24 29 Feb 44*

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*Am O. S. 452.1 (1997)*



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DDO #14

By CLM/ J.C. Date 10/2/76

AFANP  
HNB:smc  
71127  
wtm: 6 Mar 44

8 MAR 1944

SUBJECT: Delivery of C-54 Airplanes Allocated to the United States Navy.

TO: Deputy Chief of Naval Operations (Air)  
Room 2082 Navy Building  
Washington 25, D. C.

1. As requested in your letter of 29 February 1944 and in conformity with your requirements the tentative schedule of C-54 airplanes to the United States Navy during the last six months of 1944 will be as follows:

<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>
5	5	5	5	-	-

2. This schedule is subject to review in May of this year as per the terms of the Arnold-McCain Agreement.

For the Commanding General.

Barney M. Giles,  
Major General, U. S. Army,  
Chief of the Air Staff.

Dispatched  
8 MAR 1944  
AGB

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9 Mar 44*

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COPY TO: AIR AG

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8 Jan. & 20 June 1974  
By *AL* / *DE* Date *10/2/76*

NAVY DEPARTMENT  
Office of the Chief of Naval Operations

Op-31-C-LH  
(SC)LS-1-VV

Feb 29, 1944

From: Chief of Naval Operations  
To: Commanding General, Army Air Forces, Washington

SUBJECT: Delivery of C-54s Allocated to U. S. Navy.

1. At a conference between General H. H. Arnold and Vice Admiral J. S. McCain, the following deliveries were agreed upon for the U. S. Navy allocation of 25 C-54s in the first six months of 1944.

J F M A M J  
- - 5 5 5 10

2. Brigadier General Jamison has requested, informally, that the U. S. Navy indicate by letter the delivery schedule desired for the 20 C-54s which have been allocated to the U. S. Navy during the second six months of 1944. In conformity with the basis for the agreement mentioned in paragraph 1 and with our requirements, the following deliveries are requested:

J A S O N D  
5 5 5 5 - -

/s/

J. S. McCain  
Vice Admiral, U. S. Navy  
Deputy Chief of Naval Operations (Air)

~~CONFIDENTIAL~~

*AM 452.1 (12960)*

~~CONFIDENTIAL~~

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8 Jan. & 20 June 1974  
By *AL* / *DE* Date *10/2/76*

Delivery of C-54 Airplanes Allocated to United States Navy.

5 March 44

Chief of the Air Staff

AC/AS, Plans, Logistical Plans.

WMB/hmh/74065 <sup>1</sup>

1. The attached letter to the Deputy Chief of Naval Operations (Air) has been prepared for signature.

G. G. JAMISON  
Brigadier General, U. S. A.  
Chief, Logistical Plans.

Incls:

Ltr to Deputy Chief of Naval Operations (Air)  
for signature.  
Ltr fm Deputy Chief of Naval Operations (Air)  
dtd Feb 29, 1944.

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DDO RPL

8 Jan 8 20 June 1971  
By Allen/SC Date 10/7/76  
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AFARP  
RMS imcc  
71127  
wtn: 16 Mar 44

20 MAR 1944

SUBJECT: Marine Corps Aviation Medium Bomber Program.

TO: Chief of Naval Operations.

1. In reply to your letter of 25 February 1944, the Army Air Forces can make available to the Navy for the Marine Corps program a total of two hundred and ten (210) B-25H aircraft in addition to the present allocation of sixty (60) aircraft in the first six months and tentative allocation of one hundred (100) in the second six months 1944.

2. It is to be noted that the two hundred and ten (210) additional aircraft will be the B-25H which is the cannon-bearing, single pilot model.

3. Delivery can be made on the following tentative schedule:

<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Total</u>
79	54	77	210

4. If the above is acceptable to the Navy, it is requested that formal request for the allocation of these aircraft be made.

20  
20  
ARF  
E. H. ARNOLD

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

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COPY TO: AIR AG

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8 Jan 6 21 June 1976

By *CC/...* / *...* 10/2/76

Op-378-TGE  
(8C) AL-3/VV  
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SECRET

NAVY DEPARTMENT  
CHIEF OF THE NAVAL OPERATIONS, OFFICE OF  
WASHINGTON

25 Feb 1944

FROM: Chief of Naval Operations  
TO: Commanding General, U. S. Army Air Forces.  
SUBJECT: Marine Corps Aviation Medium Bomber Program.

1. An original program of sixteen (16) medium bomber squadrons was set up for Marine Corps Aviation and sufficient B-25 aircraft were allocated by the Army Air Forces to support this program.

2. Due to the recent changes in aircraft allocations, only one-half of the program has been completed. The remaining half has been held in abeyance because of lack of aircraft in the first six months of 1944. Information has been received that a tentative allocation for the second half of 1944 amounting to one hundred (100) aircraft has been made. This figure will not permit expansion of the medium bomber program beyond the eight (8) squadrons now formed. As a matter of fact, if retirement of aircraft for age is as important as now anticipated, this figure will not be sufficient to support the present program.

3. As now visualized the requirements for the complete program are three hundred eighty three (383) aircraft broken down as follows:

	<u>Operating</u>	<u>Spares</u>	<u>Contingency</u>	<u>Total</u>
16 squadrons	192	96		
Training	54	11		
Hedrons	4	1		
<b>TOTAL</b>	<b>250</b>	<b>108</b>	<b>25</b>	<b>383</b>

4. Under present allocations (sixty (60) in the first half of 1944) two hundred eight (208) aircraft will be on hand on 30 June 1944. In order to form eight (8) new squadrons and support the entire program in the last six months of 1944, the following aircraft must be procured.

	<u>Aircraft</u>
To make up shortage that will exist on 30 June 1944	22
Required to form new units	153
Required for losses	46
Required to retire aircraft for age (15 months)	89
	<b>310</b>

5. In order to permit Naval Aviation to carry out its assigned mission in the Pacific area, the medium bomber program for Marine Corps Aviation should be completed at the earliest practicable date. It is therefore requested that the three hundred ten (310) aircraft required be allocated to the Navy for the six months period commencing July 1944 for assignment to the Marine Corps.

(S)

J. S. McCAIN  
Deputy Chief of Naval Operations (Air)

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HEADQUARTERS ARMY AIR FORCES  
ROUTING AND RECORD SHEET

DECLASSIFIED  
DD FORM 1305  
1 Jun 60 (Rev. 1-27-59)

TALLY NO.	
FILE NO.	

SUBJECT: P-61 Airplane

By *ALW* / *JE* Date 10/17/76

TO: AC/AS, M&D  
FROM: Deputy Chief of Air Staff

DATE 28 Feb 44

COMMENT NO. 1  
ESP/eva/6371

1. The following information is desired with respect to this airplane:
  - a. What is our scheduled production?
  - b. What is our actual production?
  - c. How many do we now have?
  - d. Where are these airplanes?
  - e. Do they have turrets on or removed?
2. It will be satisfactory to submit the "status" report every two weeks rather than every week in the future.

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

*File*  
*was referred*  
*by Perrin*

*All available information*  
*has been reviewed*  
*and a report will be*  
*submitted to you*  
*within the next few*  
*days.*

*File*  
*ci 7 Mar 44*

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~~CONFIDENTIAL~~

THIS PAGE IS DECLASSIFIED IAW EO 13526

HQ. AAF  
29 FEB 1944  
CLASSIFIED MAIL SECTION

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL**  
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DECLASSIFIED  
DDO RFS  
8 Jan & 20 June 1974  
By ALW/DE AC Date 10/7/76

19 FEB 1944

MEMORANDUM FOR CHIEF OF AIR STAFF

SUBJECT: Status of P-61 Airplane.

1. Pursuant to request from Brig. General E. S. Ferris, the following weekly status report pertaining to the P-61 airplane, is submitted:

a. Modification of the replacement engine for the P-61A airplane undergoing tests with the turret removed, is continuing at Wright Field. It is anticipated this engine will be ready for installation in the airplane, Monday, 21 February.

b. Production model P-61A airplane, Serial Number 48-2888, is to be modified to include the installation of turbo supercharged single-stage, single-speed R-2800G engines. Major layouts for this modification are being accomplished at the Northrup plant, but the airplane is to be flown to the Goodyear plant, Akron, Ohio, for the actual detail design and modification. At the completion of this modification, the airplane is to be flown at Akron to establish air worthiness of the installation, after which the airplane will be returned to the Northrup plant for actual flight tests.

c. The Materiel Command was directed, 17 February 1944, to increase from one to two the number of P-61 airplanes to be modified to include turbo supercharged single-stage, single-speed R-2800G engines.

(Signed) B. E. Meyers

O. P. SCHOLES  
Major General, U.S.A.  
Asst. Chief of Air Staff  
Material, Maintenance and Distribution.

AFIMA-2

JEB/afm

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DECLASSIFIED  
DDO RFS  
8 Jan & 20 June 1974  
By ALW/DE AC Date 10/7/76

25 February 1944

MEMORANDUM FOR CHIEF OF AIR STAFF

SUBJECT: Status of P-61 Airplane.

1. Pursuant to the request from Brig. General E. S. Ferris, the following weekly status report, pertaining to the P-61 airplane, is submitted:

a. Modification of the replacement engine for the P-61A airplane undergoing tests with the turret removed, has been completed. The engine is currently being installed in the airplane, and also this flight with this engine are expected Monday, 28 February. It is anticipated that the current flight test schedule, which is approximately 45 per-cent complete, will be resumed Tuesday, 29 February.

b. Fighter tracks have been developed for the P-61 airplane, and preliminary flight tests have been completed. The result of these tests appear promising.

(Signed) B. E. Meyers

O. P. SCHOLES  
Major General, U.S.A.  
Asst. Chief of Air Staff  
Material, Maintenance and Distribution.

AFIMA-2

JEB/13

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DDG 103

AFARP  
WHD:mnc  
71127  
wta: 23 Feb 44  
8 Jul 60 10:20 AM 1970  
by *almy/jc* 10/2/70

This ltr in reply to NAVY:  
XXXXXXXX (SC)ab-1/17  
Serial 01136

FEB 29 1944

Vice Admiral John S. McCain  
Deputy Chief of Naval Operations (Air)  
Room 2082 Navy Building  
Washington 25, D. C.

Dear Admiral McCain:

I appreciate the Navy's need for air transportation to support operations in many of the war zones, and I do not consider that your statements of requirements can be construed as "hogging in on Army production."

The constantly changing and ever increasing demands for the desirable types of air transports in the war theatres by all the Allied Nations coupled with the stepped-up tempo of our own operations will continue to aggravate the shortage of those types in spite of the efforts that have been exerted by both the Army Air Forces and the Navy to increase production. The recent demands for air transports have been most insistent for the OVERLOAD operation, the Southeast Asia Command, the Mediterranean Theatre, and the China-Burma-India Theatre.

Our joint requirements for air transport using C-46 and C-54 type cargo airplanes will probably not be fully satisfied in 1944.

I have made every effort in the past to see that as much air transport "lift" has been made available to the Navy as is consistent with priorities of operations laid down by the CCS and the production of airplanes. I will continue to do so in the future.

Sincerely,

*sgd*

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

*Am O.F. 452.1 (1290)*

Dispersed  
100 FEB 1944

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*File 452.1  
100-1-1290*

COPY TO: AIR AG

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2 Jan 4 10 10 AM 1971  
By *CSG/AC/12/15/76*

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NAVY DEPARTMENT  
OFFICE OF CHIEF OF NAVAL OPERATIONS  
WASHINGTON

(SC)Ah-3/DV  
Serial 014136

16 Feb 1944

Dear General Arnold:

From time to time I have made rather strong pleas for C54 airplanes. The Navy feels that it has considerable parental interest in this particular plane because we felt that we were instrumental in keeping the C54 (DC4) type in production.

On 16 February, 1942, in the J.A.C., Admiral Towers had the following inserted in the minutes concerning Case No. 1881:-

"Admiral Towers, however, stated that in his opinion the planned production schedule of transport type aircraft was still far below the amount which the services will find necessary for future operations. He also stated that although he has brought this to the attention of the Committee members many times in the past, production has never been increased to the point where the current requirements including Defense Aid could be satisfactorily met."

In approving this case, a schedule was established calling for delivery to the U. S. Navy of RSD airplanes at a rate of 5 per month beginning in August 1943.

At the JAC meeting 27 March, 1942 "following an informal discussion of the transport production program by the Committee, the WPB was authorized to make a study of the possibilities of increased transport production with a view toward an ultimate production of 500 transports per month." In connection with this study, the Services were requested to submit statements of their requirements for 1943. In a letter from BuAer the Navy stated its requirements for RSD through 1943 called for 45 airplanes. Actually, only 15 were received by the U. S. Navy through 1943. On 3 April, 1942, when Mr. Wright reported back to the committee for WPB, no reference was made to RSD (C-54 or DC-4) production. The discussion pertained to increasing production of C-53 and C-47 airplanes.

I am sending you this information to show that our recent requests for transport airplanes have not been in the category of horning in on Army production. Our requests were considered to be restatements of long standing requests.

Sincerely,

General Henry H. Arnold, AAF.,  
Commanding General, Army Air Forces.  
Room 3E10,  
Pentagon Building  
Washington, D. C.

(S)  
J. S. McCAIN  
Deputy Chief of Naval Operations  
(Air)

( wtn: 2/18/44:  
Gen Kuter, note &  
prepare reply for me.

HHA)

~~SECRET~~  
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DECLASSIFIED  
DDO 105  
Date: 30 June 1974  
by: *Alan J. Deane* / JG / 7/74  
DC

Transport Type Aircraft for the Navy

Chief of the Air Staff  
AGAS Plans

23 Feb 1944

1  
WMS:mc 71127

Attached draft of letter in reply to letter 16 February 1944 from Admiral McCain, Deputy Chief of Naval Operations (Air), prepared for General Arnold's signature.

L. S. KUTER,  
Brigadier General, U. S. A.

Incl -  
draft ltr dnc'd abv  
& orig ltr 16 Feb 44  
from Adm McCain to  
Gen Arnold

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AFDAS  
WRB/ia/5458  
26 Feb 1944

DECLASSIFIED  
OOO lrs.

8 Jan. & 20 June 1974  
By Alm / LC Date 10/17/76  
UK

26 February 1944

Royal Air Force Delegation  
Attention, Group Captain D.J. Baghorn  
c/o Air Commodore Peter Warburton  
Public Health Building  
Washington, D. C.

My dear Baghorn:

Forwarded herewith is F-29 performance data  
requested during your visit to Salina, Kansas.

Will you be good enough to execute attached  
receipt and have it returned to this Headquarters.

Sincerely yours,

~~SECRET~~

HOTT S. VANDENBERG  
Brigadier General, U. S. A.  
Deputy Chief of Air Staff

Incls:  
Receipt  
w/8 Incls.

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CLASSIFIED  
26 FEB 1944  
AFDAS

File 42  
3-26-44

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File 42 52.1 1289

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DECLASSIFIED

DDO R's

8 Jan. & 20 June 1974

*in Allen/100, Dec 10/2/76*  
DE

Heavy Bombardment Requirements, July through December, 1944.

AC/AS - Training  
(Personal attention of General Harper)  
Deputy Chief of the Air Staff - General Vandenberg

28 Feb 1944

HSV/1a/5265

1

1. With respect to the conversation I had with you over the box Saturday evening, I am returning this group of papers dealing with heavy bomber shortages for your study in connection with the reduction to 1200 heavy crews, and to insure that every possibility has been exhausted before this is presented to the Chief of Staff and the Commanding General.

Incls:  
Memo to CAS, from  
Gen. Craig w/2 Incls.

ROYT S. VANDENBERG  
Brigadier General, U. S. A.  
Deputy Chief of the Air Staff

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*(1287)*

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27 FEB

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*in Allen/100 (1287)*

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DDO Form

3 Jan 6 20 June 1974

By *Allen* / CC Date *12/2/76*

AFRAL/GWI/1a DE

Ext 74361

Rm 3D 1036

Date writn: 22 Feb 44

25 FEB 1944

MEMORANDUM TO MUNITIONS ASSIGNMENT COMMITTEE (AIR):

Subject: Army Air Forces Allocation of the Budd Transport  
Airplane EB-1 (Army Designation C-93).

1. It has been planned that the Army Air Forces would receive a proportionate share of the production of Budd Transport airplanes (Navy Designation EB-1).

2. The Army Air Forces have no requirement for these aircraft and it is requested that all allocations of these airplanes to the Army Air Forces be canceled.

3. This matter is being brought to the attention of the Joint Aircraft Committee.

For the Commanding General

*Signature*

Barney M. Giles,  
Major General, U. S. Army,  
Chief of the Air Staff.

CI FOR C/AS

452.1 (1286)

Dispatched  
25 FEB 1944  
AAG

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 DDG 115  
 8 Jan. & 10 June 1974  
 By *Alb/AC Date 10/2/76*  
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FEB 23 1944

MEMORANDUM FOR CHIEF OF THE AIR STAFF:

Subject: Requirement for C-93 Budd Transport Airplane.

I. Discussion.

1. The Budd Transport airplane (Navy designation NB-1; Army designation C-93) is a two-engine medium transport with approximately the same capacity as the C-47. It is being produced by the Budd Manufacturing Company at Philadelphia under Navy cognizance. There are, at the present time, 800 of these airplanes on contract and an additional 555 articles scheduled for completion during 1945. It has been planned that the Army would be allocated approximately 600 of these airplanes.

2. The Tactical Availability Estimates, prepared by AC/AS, Materiel, Maintenance and Distribution as of 4 February 1944, indicates the following C-93's will become available to the Army Air Forces during the last four months of 1944:

Sept.	Oct.	Nov.	Dec.	Total
14	20	26	33	93

At the present time, there appears to be no requirement for these aircraft in the Army Air Forces which would justify their procurement.

II. Action recommended.

It is recommended that the attached memoranda be sent to the Munitions Assignment Committee (Air) and the Joint Aircraft Committee, respectively.

2 Attachs.  
 Memo to MAC (Air)  
 Memo to JAC

H. A. Craig  
 Brigadier General, U. S. Army  
 Asst. Chief of Air Staff  
 Operations, Commitments & Requirements

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~~CONFIDENTIAL~~

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DECLASSIFIED  
 DDG 115  
 8 Jan. & 10 June 1974  
 By *Alb/AC Date 10/2/76*  
 DE

AFRAL/GWY/lm  
 Ext 74381  
 Rm 3D 1036  
 Wrtm: 22 Feb 44

25 FEB 1944

MEMORANDUM TO JOINT AIRCRAFT COMMITTEE:

Subject: Army Air Forces Allocation of the Budd Transport Airplane NB-1 (Army Designation C-93).

1. It has been planned that the Army Air Forces would receive a proportionate share of the production of Budd Transport airplanes (Navy Designation NB-1).
2. The Army Air Forces have no requirement for these airplanes.
3. This matter is brought to your attention in order that you may take whatever action may be indicated toward reducing production of this airplane.

For the Commanding General *signed*

Barney M. Giles,  
 Major General, U. S. Army,  
 Chief of the Air Staff.

Dispatched  
 25 FEB 1944  
 GAG

DECLASSIFIED

~~CONFIDENTIAL~~

CF FOR C/AS  
 452.1 (1286)

*File  
 452.1 (1286)  
 Air 26 452.1 (1286)*



ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCE  
WASHINGTON, D. C.

DECLASSIFIED  
SECRET

DECLASSIFIED  
DOO

18 Jan 6 1974  
as per  
DET  
Mar

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCE  
WASHINGTON, D. C.

AFRDB

*Handwritten initials and signature*

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Cable No. W-10848/4399, from USFOR, London,  
dated 5 February 1944.

1. Reference is made to subject cable, appearing on page 164 of General Arnold's log of message, which refers to guns, armor, bomb shackles, etc., as having been removed from the B-26 airplanes of the 391st Bombardment Group (M) before they left the United States. General Arnold asked, "Where is it?" and Major General Giles commented, "OCCER - This has happened too often - Do something about it."

2. The following comments apply to these items in the order mentioned:

a. London was informed by cable in December, 1943, that the five fixed guns would be removed from B-26's and told that a stock of 1200 guns would be built up in the theatre. Replying to a specific inquiry, London stated in cable H5939, dated 24 December 1943, that sufficient guns were on hand there to re-equip the airplanes of the 391st Group. The stock of 1200 guns was therefore prepared for shipment to the theatre to take care of airplanes of subsequent groups and replacement airplanes. These guns are now being loaded on a surface vessel at the New York port and will arrive in the theatre in approximately one month.

b. No armor was removed from the airplanes in question, nor is it removed from any B-26's before they depart this country. A check is now being made by the Air Transport Command along the ferry route to determine if any unauthorized removal of armor was made. Corrective action will be taken, if this check discloses that such unauthorized removal is taking place.

c. In the movement of B-26's, there has been in effect for some time a system under which the 2000 pound bomb rack assembly and all bomb shackles are removed at the factory, crated and shipped to the airplane's destination. This is necessary to bring the weight down sufficiently to make the ferry flight. These off-loaded items

*Vertical handwritten note:* Air A B 452.1 (1284)



*Handwritten initials:* W. J. W.

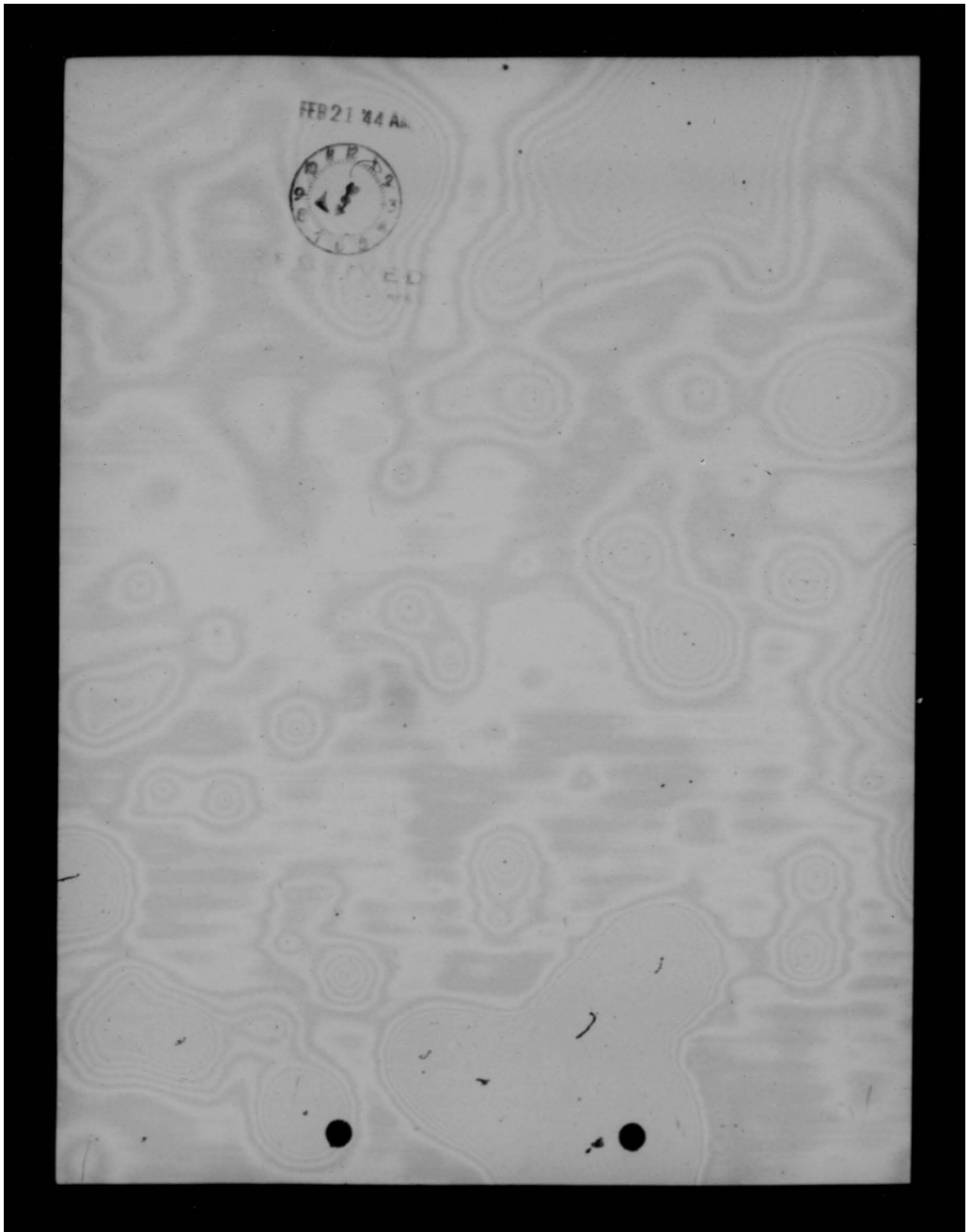
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have always been shipped by surface vessel and no request was received from London to send the 391st Group's off-loaded equipment by air. On 28 January this crated equipment left here by water transportation. Another shipment of similar items left 12 February.

3. The Air Transport Command is now investigating priorities on air express ~~to~~ response to a request from this office for air movement to the theatre of these B-26 items in the future.

4. The theatre has been informed of the above.

*William F. McKee*

**WILLIAM F. MCKEE**  
Colonel, Air Corps  
Deputy Asst. Chief of Air Staff  
Operations, Commitments & Requirements

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*File  
C-45211*

*C-45211 344*

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

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EO 13526

8 JAN 1999 BY SP4 BTJ/STW

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16 FEB 1944

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

MEMORANDUM FOR: Brigadier General Perrin

Subject: Modification for Emergency Procedure - B-17 Airplane

1. The prototype B-17G airplane, No. 42-30631, was modified with the several items of equipment in the radio compartment as listed in Cable H 5308 from the Eighth Air Force, 10 February 1944, prior to knowledge of current ditching procedure used by Eighth Air Force B-17 units. This modification was recommended by Materiel Command to improve center of gravity which is acute.

2. Removal of this equipment was coordinated with the Eighth Air Force Modification Team headed by Lieut. Colonel Raymond L. Curtice. The change to clear the radio compartment has been in effect two (2) weeks pursuant to a directive by this office dated 14 December 1943 and will require approximately two (2) more weeks before airplanes will come off the line completely cleared.

3. The current life raft compartment modification will accommodate all emergency rescue equipment except dinghy radio. This item will be strapped to the aft bulkhead of radio compartment and against right side of fuselage. This modification should be in B-17's arriving in U.K. approximately one (1) month from this date.

4. AC/AS, MM&D has been requested to coordinate future modifications of aircraft with the Emergency Rescue Branch at Wright Field in order to prevent recurrence of the above situation.

*Norman D. Sellen*  
Deputy

MERVIN E. GROSS  
Brig. General, U. S. A.  
Chief, Requirements Division  
Office of Asst. Chief of Air Staff  
Operations, Commitments & Requirements

*Dir AF 452.1 (1280)*



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*File per 452.1  
452.1 (1280) AB2*

HQ. AAF  
17 FEB 1944  
CLASSIFIED MAIL SECTION

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Assistant Postmaster

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10/17/76

LSK:nc 3373

TO: Chief, Special Projects - AAF

DATE: 17 Feb 1944

FROM: ACAS Plans

Comment No. 2

1. This reply to your request of the 12th February has been delayed by a major effort to provide useful, positive data for your reply to paragraph 3 of the November 22nd memorandum from the Director, Special Planning Division, War Department General Staff. It has been determined, however, that this action must be largely negative.

2. Reference paragraph 3 of Inclosure, it is recommended that the Director, Special Planning Division, be advised that a study is now under way in the Office of the AC/AS, Plans, for the formulation of a policy for providing Lend-Lease aircraft following the capitulation of Germany. It is contemplated that upon completion of this study, a memorandum from General Arnold will be presented to the J.C.S. for their approval, which will recommend a policy for allocation of Lend-Lease aircraft following the defeat of Germany. This policy will include a provision to the effect that Lend-Lease aircraft should be allocated only to those nations who can effectively employ them in the war against Japan.

3. It may also be advisable for you to point out that planning is now under way between the British and U. S. with a view to determining the nature and extent of forces which will be provided by the U.K. in the war against Japan following the defeat of Germany. Upon completion of these studies and based on assumptions as to the probable requirements of the U.S.S.R., an analysis, for planning purposes, can reasonably be made concerning reductions of Lend-Lease to the Russians and the British which might become effective following the termination of the European war. At the present time, such an analysis appears to be impractical.

L. S. KUTER,  
Brigadier General, U. S. A.

Incl. n/c

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*See of 45-2-1 (1253)*

*File in aah*

*45-2-1 (1253)*

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GDD 702  
E.O. 12958 & 13526  
By: *blm/DE* Date: *10/2/76*

TO: Chief, Special Projects

DATE: 17 Feb 1944

~~FROM:~~ ACAS Plans

Comment No. 2  
GCJ:mec 71127

1. Reference paragraph 3 of inclosure, step No. 1 to the solution of the Lend-Lease problem is for the Joint Chiefs of Staff to publish a policy stating that upon the defeat of Germany only those nations which have approved plans for the employment of their respective forces in the war against the Japanese will receive Lend-Lease aid from United States production.

2. The second step is to call on the British and Russians to state their plans for the employment of forces equipped with United States produced equipment, thus permitting an intelligent analysis of Lend-Lease requirements over and above those for our own Army Supply Program. I see no basis for planning without discussions with the British and Russians.

Incl n/c

L. S. KUTER,  
Brigadier General, U. S. A.

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

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DDO #65

DECLASSIFIED  
WAR DEPARTMENT

8 Jan. 22 1966 1974  
By: *Abel/UE* JCS, DPM 19/7/76

HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON, D. C.

19 February 1944

MEMORANDUM FOR GENERAL KUTER:

Subject: Assumptions to be Used in Establishing a Basis for International Aid Requirements During the Period Following the Defeat of the Axis in Europe and Prior to the Defeat of Japan.

1. Comment No. 2 of the attached R&R does not appear to give sufficient information in connection with the request from the Chief, Special Projects. With reference to paragraph 1, it seems unlikely that the U.S.S.R. will present any plans for approval by the C.C.S., and yet the U.S.S.R. would be the recipient of Lend-Lease military aircraft, upon entrance into the war against Japan.

2. Paragraph 2, Comment No. 1, would be difficult to implement, as Russia, because of her neutrality with Japan, is not apt to discuss detailed plans of her possible requirements in a war against Japan.

3. Under date of 10 February 1944, an R&R was sent from you to Logistical Plans Division, requesting a paper be prepared for presentation by General Arnold to the JCS outlining the desired AAF Lend-Lease policy which should be proposed following the capitulation of Germany.

4. It is recommended that Comment No. 2 be revised to read substantially as follows:

2  
1. Reference par. 3 of Inclosure, it is recommended that the Director, Special Planning Division, be advised that a study is now under way in the Office of the AC/AS, Plans, for the formulation of a policy for providing Lend-Lease aircraft following the capitulation of Germany. It is contemplated that upon completion of this study, a memorandum from General Arnold will be presented to the J.C.S. for their approval, which will recommend a policy



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for allocation of Lend-Lease aircraft following the defeat of Germany. This policy will include a provision to the effect that Lend-Lease aircraft should be allocated only to those nations who can effectively employ them in the war against Japan.

3 It may also be advisable for you to point out that planning is now under way between the British and U.S. with a view to determining the nature and extent of forces which will be provided by the U.K. in the war against Japan following the defeat of Germany. Upon completion of these studies and based on assumptions as to the probable requirements of the U.S.S.R., an analysis, for planning purposes, can reasonably be made concerning reductions of Lend-Lease to the Russians and the British which might become effective following the termination of the European war. At the present time, such an analysis appears to be impractical.

*H. S. Hansell, Jr.*  
7m H. S. HANSELL, JR.,  
Brigadier General, U.S.A.

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EOD 2025

By da/... Date 10/17/76

452.1  
1282

TO: Assistant Chief of Air Staff, O&A

DATE 26 Feb

FROM: Chief of the Air Staff

COMMENT NO. 1  
MAL/nd/3373

The Chief of the Air Staff approves the recommendations set forth in Paragraph 4 above with the exception that in Paragraph 4g the number of P-38 type aircraft to be assigned for test purposes be reduced from 3 to 2.

M. A. LIBBY  
Colonel, G. S. C.  
Secretary, Air Staff.

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*10/17/76*  
*452.1*

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AFAGT-3

*Handwritten:* 16 Feb 1944  
15

16 February 1944

MEMORANDUM FOR GENERAL VANDENBURG:

SUBJECT: AN/APB-15 Equipped Airplane for 58th Wing Training

1. The Air Communications Officer requested the Assistant Chief of the Air Staff, Training to secure one AN/APB-15 equipped B-17 type airplane, have it flown to Beas Raton for repeater-amplifier installation, place an instruction and maintenance crew aboard, if possible, and proceed on a course of in-station training to Radar Bombardiers of the 58th Wing.

2. The repeater-amplifier installation permits training of five Bombardiers simultaneously, instead of permitting but one at a time to be given in-flight training. A course of training for this type personnel for the 58th Wing was directed to be set up at Beas Raton last fall, but was later cancelled as a result of the decision of the 58th Wing to do this training in-station. This decision was rendered at the Salina conference, 10 December 1943. This training is not carried out at Langley Field because that station is handling the Pathfinder program for the Eighth and Fifteenth Air Forces. The B-29 training program is being carried out at Salina, Kansas and satellite bases nearby.

3. Since the type of plane requested was not available from those allocated to the Assistant Chief of the Air Staff, Training, the Assistant Chief of the Air Staff, Operations, Commitments and Requirements was requested to allocate one B-17 type plane for this purpose from Langley Field, Virginia. This plane will be taken from the quota for assignment to the United Kingdom.

4. This program has been coordinated with Beas Raton and information from that Headquarters indicates that facilities are available there for installation of the repeater-amplifier equipment in the B-17 plane.

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*LR* ROBERT W. HARPER *240*  
Brigadier General, U. S. Army  
Asst. Chief of the Air Staff,  
Training

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2/17/44

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8 Jan 6 10:10 AM 1976  
By CLM/NE on 10/1/76

15 February 1944

MEMORANDUM FOR GENERAL CRAIG:

Subject: Second 100 P-47 type aircraft for B-29 Special Project. (On 3 Meccano Deck type vessels)

1. As of 14 February 1944, the status of these 100 airplanes is as follows:

- a. Off production line 89
- b. Accepted 43
- c. Delivered to ATC 5
- d. Enroute to port 2

2. It is anticipated that remaining 11 aircraft will be off the production line on 15 February 1944, and that by 20 February 1944 all 100 airplanes will have departed for port of embarkation.

K. H. GIBSON  
Colonel, A. C.  
VHB Project Officer

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FEB 16 1944 PM



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15 Feb 44

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COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON, D. C.

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

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EOD 135

9 Nov. 8 48 June 1974  
1/7/76

4 March 1944

MEMORANDUM FOR DEPUTY CHIEF OF AIR STAFF, Attention: Gen. Vandenberg:

SUBJECT: Difficulties with Azon at Orlando.

1. Reference is made to your comment "What?" on message No. AFB 275 dated 29 February. Full investigation has been made of the failures in Azon, reported in subject cable. It was found that the conclusions reached were erroneous. Most of the difficulties were due to the lack of familiarity on the part of the personnel being trained with this equipment. Additional training drops were made on the 1st and 2nd of March with highly satisfactory results. When proper "pre-flight" inspection and test procedures were followed, it was possible to control the bombs accurately enough for some "bulls eye" hits with no errors greater than 200 feet in Range and 50 feet in Azimuth. This is significant as the personnel who were doing the bombing were novices.

2. Representatives from my office, the Signal Corps and from NDEC are at Orlando and I feel that the situation is under control. If good weather continues, the six plane unit now in training at Orlando for the 15th Air Force, should be ready for staging about the 15th of March.

H. M. McCLELLAND  
Brig Gen, USA  
Air Communications Officer

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ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON 25, D. C.

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DEC 1985

8 Jan & 25 June 1974  
W. C. D. / J. C. D. / D. E.



ATTENTION:

HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON

19 FEB 1944

MEMORANDUM FOR CHIEF OF AIR STAFF

SUBJECT: Status of P-61 Airplane.

1. Pursuant to request from Brig. General E. S. Ferrin, the following weekly status report pertaining to the P-61 airplane, is submitted:

a. Modification of the replacement engine for the P-61A airplane undergoing tests with the turret removed, is continuing at Wright Field. It is anticipated this engine will be ready for installation in the airplane, Monday, 21 February.

b. Production model P-61A airplane, Serial Number 42-5556, is to be modified to include the installation of turbo supercharged single-stage, single-speed R-2800C engines. Major layouts for this modification are being accomplished at the Northrop plant, but the airplane is to be flown to the Goodyear plant, Akron, Ohio, for the actual detail design and modification. At the completion of this modification, the airplane is to be flown at Akron to establish air worthiness of the installation, after which the airplane will be returned to the Northrop plant for actual flight tests.

c. The Materiel Command was directed, 17 February 1944, to increase from one to two the number of P-61 airplanes to be modified to include turbo supercharged single-stage, single-speed R-2800C engines.

C. F. ECHOLS  
Major General, U.S.A.  
Asst. Chief of Air Staff  
Materiel, Maintenance and Distribution.

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**CONFIDENTIAL**

*File B-29-2-404*  
*MAY 1944*  
*air ab 452.1 (270) B 219*



HQ. AAF  
19 FEB 1944  
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8 Jan 20 June 1974  
by *CE* / *AC* Date *10/7/76*  
*CE*

12 Feb 44

Post-war Airplanes

IN TURN: AC/AS, Plans  
AC/AS, O&R

Deputy Chief of Air Staff

ESP/eva/6371

1

1. The Army Air Forces must plan now to determine what types and kinds of airplanes are wanted after the war. It is obvious that we cannot be saddled with obsolescent, war-weary airplanes when the post-war economy wave starts.

2. In order to accomplish this, we must know now the types and the number of each type of airplane now in the theater that should be returned for training and administrative purposes. When this is received, AC/AS, M&D will be able to plan supply and over-haul facilities and send to the theaters specific instructions for the salvage of airplanes not desired. The undesirable airplanes should be salvaged in the theater and the critical items of scrap be returned to the United States, the remainder left for possible lend-lease distribution or sale to foreign governments. We might also consider the possibility of using some of these returned and overhauled aircraft for giveaways to our South American friends.

3. In view of the above, it is directed that this office be notified at the earliest practicable date of the flow of aircraft by type and number that need to be returned to the United States for training and administrative purposes.

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

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13 FEB 44  
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DDI RRS  
17 Jan. & 20 June 1974  
By *Adair/LC, Date 10/27/76*

Increase in Available C-47's

AC/AS, OC&R

Deputy Chief of Air Staff

10 Feb 44

1  
ESP/eva/6371

1. Referring to my conversation with General Craig this morning, following are the old and new production schedules on C-47's:

Before II Preference Group was granted:

Jan.	Feb.	Mar.	Apr.	May	June	Total
285	290	325	357	390	413	2060

After II Preference Group was granted:

Jan.	Feb.	Mar.	Apr.	May	June	Total
356	345	395	400	435	455	2386

2. General Arnold has directed that I check into the availability of crews to man the additional airplanes.

Dispatched  
11 Feb 44  
AAG

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

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DECLASSIFIED

*Adair*

DECLASSIFIED  
DDI RRS

17 Jan. & 20 June 1974  
By *Adair/LC, Date 10/27/76*

DECLASSIFIED

*452-11267*

TO: AC/AS - Operations, Commitments & Requirements  
Attention: Troop Carrier Branch  
FROM: Deputy Chief of the Air Staff

DATE 3 Mar 1944

COMMENT NO. 4  
WEB/12/6458

Noted.

Incls: n/c

Dispatched

31 MAR 1944  
AAG

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WILLIAM R. BURT  
Lt. Colonel, G. S. C.  
Asst Secretary, Air Staff

*File 452-11267*

*Adair 452-11267*

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DDO Hqs.

8 Jan & 20 June 1974

by *Allen/DF* LC Date *10/7/78*

Reappraisal of Liaison Aircraft Requirements for 1944.

AC/AS - Materiel, Maintenance & Distribution

12 Feb 1944

Deputy Chief of the Air Staff (General Vandenberg)

WFR/1a/5458 2

Noted.

Incls:  
n/o

HOTT S. VANDENBERG  
Brigadier General, U. S. A.  
Deputy Chief of the Air Staff

17 FEB 1944  
ASB

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*File 45-21  
ci 17 Feb 44*

*Cur 64 45-21 (267)*

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DOO 103  
By *Alm* on *2/2/76*  
DE

FEB 10 1944

MEMORANDUM FOR DEPUTY CHIEF OF AIR STAFF:

Subject: Fire Hazard of Escaped Gasoline Fumes.

1. While this office has been fostering development of fire suppression, fuel tank purging and similar equipment, it is felt that the program can best be expedited by following the proposals contained in your R&R, subject: "Fire Hazard of Escaped Gasoline Fumes," dated 1 February. Accordingly therefore, requirement for the desired equipment has been officially conveyed to Materiel, Maintenance and Distribution (see Incl 1).

2. Although it is felt that this project should be personally followed by an officer in the Bombardment Branch, and an officer has been designated for that purpose, it is believed that, in view of the fact that the requirement has been officially stated to Materiel, Maintenance and Distribution, the project should be monitored by an officer of that Division and that that office should render the weekly progress report. We have requested the Assistant Chief of Air Staff, Materiel, Maintenance and Distribution to take this action and forward a weekly progress report to you with a copy to this office.

1 Incl  
Cy R&R, subj as  
above dtd 6 Feb

H. A. Craig  
Brigadier General, U. S. Army  
Asst. Chief of Air Staff  
Operations, Commitments & Requirements

*HAJ*  
*452.1*  
*(1266)*

DECLASSIFIED

Fire Hazard of Escaped Gasoline Fumes.

AC/AS - Materiel, Maintenance & Distribution

27 Jan 1944

Attn: Lt. Colonel Casser  
Deputy Chief of the Air Staff

WRB/1a/5458 1

General Vandenberg desires a report on measures currently underway to eliminate the explosion and fire hazard indicated by the possible presence of escaped gasoline fumes in aircraft.

WILLIAM P. BURT  
Lt. Colonel, G. S. C.  
Asst Secretary, Air Staff

HEADQUARTERS ARMY AIR FORCE  
ROUTING SLIP

DATE *1-27-44*

TO:

OFFICE OR SYMBOL <i>DIA3</i>	BUILDING
ATTENTION: <i>GEN VANDERBERG</i>	ROOM

FOR:

<input type="checkbox"/> COORDINATION	<input type="checkbox"/> INVESTIGATION	<input type="checkbox"/> REC. ACTION	
<input checked="" type="checkbox"/> INFORMATION	<input type="checkbox"/> RECOMMENDATION	<input type="checkbox"/> SIGNATURE	
<input type="checkbox"/> FILE	<input type="checkbox"/> CONFERENCE		

REMARKS:

*Attached reports were passed  
passed by Bombardment Branch  
for Gen Craig's signature  
1 copy has been forwarded  
to Lt. Col Gaiser's office for  
study post-haste.*

FROM:

NAME <i>MAJ. ELDER</i>		OFFICE OR SYMBOL
PHONE <i>5642</i>	BUILDING	ROOM <i>4E1086</i>

3-218, AF



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Fire-Proofing Fuel Tank - B-17 Aircraft

DECLASSIFIED

DD FORM 1

1 Jan 4 27 June 1974

Dr. (P) / AC. Date 10/2/76  
NE

To: Asst C/AS, MEMD, Material Division - Attn: Colonel Gasser

Date 26 Jan 1944

From: Asst C/AS, Operations, Commitments & Requirements

Comment No. 2

Major Kider/no - 5692

1. Paragraphs 2 and 3 of the basic letter indicate that plans for a suitable system of purging gasoline tanks has been adopted by the British through the use of a high pressure (1800 pounds per square inch) nitrogen bottle connected to the fuel tank vent lines in which two (2) pressure reducing valves are fitted.

2. Paragraph 4, basic letter, offers an automatic Methyl Bromide system for suppressing flame outside of the gasoline tank.

3. The above mentioned system should be carefully studied and compared with those the Material Command has developed or has under development. Special study will be necessary when considering the cost of weight of approximately one thousand (1,000) pounds believed to be in addition to that of the Methyl Bromide system, the weight of which is not known. These two (2) systems are in addition to the engine nacelle fire extinguishers which have been reinstalled in compliance with military policy No. 42, dated 27 May 1943 and amendment #1, dated 19 June 1943 and through an RMR this office, dated 21 December 1943, comment #3, subject: "Changes in Production Aircraft B-24G, H and J". This comment covered B-17G's as well.

*Clear  
Chandlerberg*

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DOO Hrs

8 Jan 4 39 Jand 1976  
by Alan / SC. Sec 10/7/76  
DE

Fire-Proofing Fuel Tank - B-17 Aircraft

Asst C/AS, HNSD, Materiel Division - Attn Colonel Gessner

26 Jun 1944

Asst C/AS, GCR

2 Contd  
Major Elder/oc - 5-92

4. It is requested therefore that action be immediately initiated to accomplish a study covering the comparison of systems as to weight, desirability, practicability and installation, and that specific recommendation be furnished this office.

5. In order to facilitate a tentative liaison on this subject, it is suggested that local British agencies be contacted.

Incls n/s

Bomb Br \_\_\_\_\_

M&E Sec \_\_\_\_\_

AFREQ \_\_\_\_\_

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DDO 1758 Jan. 8 20 June 1974  
A.C. of A.S. 16/76

IN LIEU OF CABLE

HEADQUARTERS  
UNITED STATES AIR FORCES  
IN EUROPE

AIR SERVICE COMMAND

DECLASSIFIED -R-20

AAF-586, APO-633  
17 January, 1944.

SUBJECT: Fire-Proofing Fuel Tank B-17 Aircraft.

TO : Commanding General, Army Air Forces, Washington, D.C.  
(Attn: A.C. of A.S., Operations, Commitments and Requirements).1. This letter follows up cable No. H5989, dated 1 January, 1944, this  
Eqs. to AGWAR.

2. The British have adopted a plan whereby the use of nitrogen is incorporated rather than CO<sub>2</sub> for use of fire-proofing fuel systems. This system employs the use of a high pressure nitrogen bottle which is connected to the fuel tank vent lines near the outlet by a line in which are two (2) pressure reducing valves which bring the pressure down to about 1/4 lbs. per sq. inch. The outlet from the vent line to the atmosphere through the "sniffer" valves opens approximately 1/2 lbs. per sq. inch.

3. Attached is schematic diagram of purging system. In the event of expansion of vapour in the fuel tanks (a), the expanded gas will pass through the "sniffer" valve (b) into the atmosphere. On the other hand, if fuel is used from the tanks the "sniffer" valve closes and nitrogen from cylinder (e) is breathed into the tanks through the reduction valves (d) and (c) into the vent line system. There is a safety valve incorporated within the "sniffer" valve (b) so that in the event of nitrogen supply being exhausted the tanks may still breathe in air in the normal way.

4. The method used to extinguish fires outside of the tanks is to place a perforated line running around the tanks to which is attached a Methyl Bromide cylinder. This system is discharged automatically through the use of a heat operated switch.

5. Unsatisfactory Report #44-26 from AAF-111 is attached as evidence of the necessity of such a fire-proofing system. Copy of a report of tests conducted by the Ministry of Aircraft Production is also attached for your information.

6. It is urgently requested that development of fireproofing systems for the B-17 airplane be completed at the earliest possible date. Installation is desired on arriving aircraft and kits to modify aircraft now in this theatre should be provided at the earliest possible date. It has been found impractical to attempt engineering of this project and production of kits in the United Kingdom.

7. Request this Eqs. be advised of progress on this project.

For the Commanding General:

JOHN S. GRIFFITH,  
Colonel, Air Corps  
Director of Maintenance

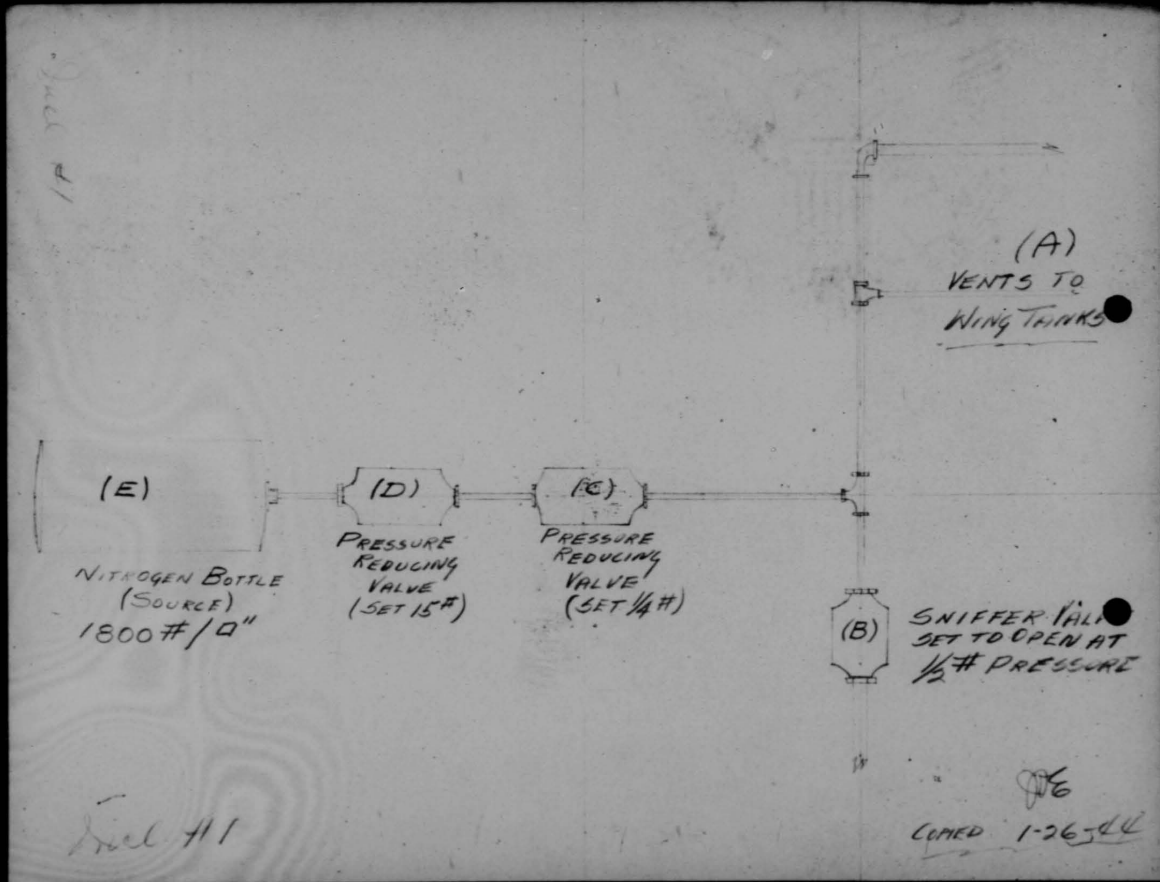
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SECRETLtr. Hqs. USSAF ASC, 17 January, 1944, subj: Fire-Proofing Fuel Tank  
B-17 AircraftDECLASSIFIED  
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4 Incls:

- Incl 1 - (In duplicate) Schematic Drawing of Purging System.
- Incl 2 - U. R. # 44-26 306th Bombardment Group (H) dated 17 October, 1943.
- Incl 3 - M.A.P. Report on Research Concerning Gas, Fires and Explosions.
- Incl 4 - Report on Combat Experience with Aircraft Fires and Explosions by Eighth Air Force Bomber Command. (In duplicate)

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War Dept.  
Air Corps  
Form No. 54  
(Temp)

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WAR DEPARTMENT  
AIR CORPS

Mat'l. Div  
Serial No. \_\_\_\_\_

UNSATISFACTORY REPORT  
(See A. C. Circ  
15-84)

Station Serial No. 44-26 Date 17 October, 1943.

Station AAF 111 Organization 306th Bombardment Group (H)

Name, type and ser. No. of equipment B-17F aircraft equipped with Wing Tanks.  
Fuel Cells Installed in \_\_\_\_\_

Name and part No. of defective part Outboard Wing 1-5, Inboard Wing 6-9

DESCRIPTION OF TROUBLE:

1. It has come to the attention of this office that outboard wing tanks in B-17F aircraft has become a dangerous hazard to crews aboard, because of the highly explosive gasoline fumes left in the tanks when they are almost empty.
2. Crew members of aircraft have seen adjoining B-17F aircraft in formation explode while in combat under enemy fire. From interviewing the pilots of these adjacent aircraft, they have recited several instances where a fire has started in outboard wing tanks and later the aircraft was seen to explode. This fire starts when a hot projectile pierces the wing tanks, setting fire to the highly volatile gasoline fumes.
3. B-17F Aircraft No. 42-30714 returned to this station after a mission with a Cal. .303 hole in No. 4 outboard wing tank. The leading edge of this wing was heated to such an extent that the deicer boot was melted in front of these tanks and deicer lines and vent lines were melted by this fire.
4. It is recommended that a CO2 cylinder and valve assembly, 7.25 pounds, Part No. 2CD6037, be mounted in each wing with two supply lines, one line running to vent system of No. 1 to No. 5 series of tanks and one line running to vent system of No. 6 to No. 9 series of tanks. Each of these extinguishers lines would be connected to the vent system outboard of the Tee connections at wing station No. 19 and wing station No. 16. A cable could then be attached to the CO2 release and run inward through the wing to the bomb bay where a handle would be supplied for the discharge of the CO2 when the tanks were close to the empty condition. This CO2 charge would then remain in the tanks, and eliminate a dangerous fire hazard. A locally manufactured butterfly check valve can be installed in the vent system outboard of the Tee connection at station No. 19 for outboard tanks and another check valve can be installed outboard of the Tee connection at station No. 16 for inboard tanks to prevent the escape of the released CO2 from the outer wing tanks to the main tanks and to the main fuel vent beneath the wing.

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War Dept.  
Air Corps  
Form No. 54  
(Temp)

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WAR DEPARTMENT  
AIR CORPS

Mat'l. Div.  
Serial No. \_\_\_\_\_

UNSATISFACTORY REPORT  
(See A. C. Circ  
15-84)

Station Serial No. 44-26 Date 17 October, 1943.

Station AAF 111 Organization 306th Bombardment Group (H)

Name, type and ser. No. of equipment B-17F aircraft equipped with Wing Tanks.  
Fuel Cells Installed in \_\_\_\_\_

Name and part No. of defective part Outboard Wing 1-5, Inboard Wing 6-9

DESCRIPTION OF TROUBLE:

5. It is also recommended that an alternative modification be used if the first modification seems unadvisable.
6. This recommendation is that Fire Extinguisher System (BAC Inst. Dwg. 55-5679) be modified for outboard fuel cells. The tubing to No. 2 and No. 3 engine should be plugged at the connection behind the firewall and the selector valve in pilot's compartment be modified in such a way that the inboard extinguishers could not be used. The tubing to No. 1 and No. 4 engine could then be disconnected at the connection behind the firewall, and an additional length of tube could be run from the fire extinguisher line to each of the vent lines as aforementioned in first recommendation. It is also recommended that a butterfly check valve (locally manufactured) be installed as aforementioned in first recommendation.

JAMES M. VENABLE, JR.,  
Captain, Air Corps,  
Asst. Engineering Officer.

1st Ind.

Hq, AAF Station 111, APO 634, O of the Eng Off, 17 October 1943.  
To: Commanding Officer, Strategic Air Depot, AAF Station 506, APO 635.  
Attention: Engineering Officer.

1. Recommend that above suggested fire extinguisher system be installed in all B-17F aircraft equipped with wing fuel cells.

For the Station Commander:

HENRY J. SCHMIDT,  
Major, Air Corps,  
Engineering Officer.

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EXPLOSION AND FIRE RISK IN PETROL TANKS OF BOMBER AIRCRAFT

## Part I. Explosion.

1. It has been known for some time that a considerable proportion of aircraft lost on operations fall in flames or explode. Recent experiments have shown that conditions exist during substantial periods of an operational sortie in which violently explosive mixture exist in the tanks of a bomber aircraft. If aircraft are attacked when in this condition by enemy missiles, incendiary or inert, a disastrous explosion and fire results at once. It is certain that such explosions would be lethal to the structure of an aircraft, leaving the crew no possible chance of escape.
2. A demonstration was staged at R.A.E. on 9th April, 1943, to demonstrate the hazards of this explosion risk and how they might be overcome. It was attended by a representative of D.O.R. and the following representatives of this command: -

Air Commodore Roach  
W/Cdr. Smeddle  
Dr. Dickens  
Mr. Lovell

C. Eng. O.  
Ops. 1 (d)  
O.R.S.  
"

The demonstration opened with a film showing the conditions necessary to produce an explosive mixture and the resulting violent explosions and fires produced in previous experiments as a result of attacking tanks containing explosive mixtures with incendiary bullets. (This film is available in Command H.Q. for inspection).

3. The film was followed by a demonstration on the Sydhurst Range: -

- (i) A 90 gallon Blenheim self sealing tank containing about 5 gallons of petrol was cooled to about - 25°C and was attacked above petrol level through a mock-up wing structure with German Armour Piercing Incendiary Ammunition. The first shot produced a most violent explosion which completely destroyed the tank and was followed by a raging fire which was spread over an area of some 20 ft. diameter. This explosion would have undoubtedly destroyed the aircraft wing even in the absence of the airstream.
- (ii) An identical tank under the same conditions except that it contained an inert atmosphere of nitrogen was attacked by 3 rounds of German Armour Piercing Incendiary followed by 3 rounds of British B. Mk. VII Z Incendiary. In no case was there a fire or explosion. After an interval of 2½ minutes the tank was attacked by a further 3 rounds of German Armour Piercing Incendiary and 3 rounds of British Incendiary, but it was not possible to cause a fire or explosion.
- (iii) A similar Blenheim tank containing a prepared explosive mixture but no petrol was attacked by a "Robinet Inert Bullet". This is a mild steel projectile representing a flak fragment and had a striking velocity of about 2400 ft./sec. (velocity of flak fragment can be as high as 3500 ft./sec). The first shot produced a violent explosion which completely burst asunder the tank, and would have undoubtedly destroyed the aircraft. Had there been petrol in the tank fire also would have resulted.

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- (iv) Same conditions as Test (iii), but with rectangular tank. On the third shot there was an explosion, but of less violence than in Test (iii). The tank was, however, burst completely down one side and bulged out in all directions. The effect of this explosion was less violent than the previous one was, probably due to the fact that an old tank which had been patched was used and was possibly weaker in construction and may have been further weakened by previous firing trials.
- (v) A Blenheim tank containing petrol was cooled to about - 25° C. and was attacked above petrol level with 5 "Robinet" bullets in rapid succession. No explosion resulted but this may well have been due to the fact that the striking velocity of these bullets is rather low compared with what might have been expected from a flak fragment. The tank was then attacked with one round of British B Mark VII Z incendiary. There was immediately an extremely violent explosion, and a raging fire stretching over many square feet occurred. The aircraft would have undoubtedly been destroyed.

Conclusions:

4. If the petrol and tank are between the temperatures of -10°C and -40°C at ground level or between -25°C to -55°C at 20,000 ft., conditions which are often obtained on operations, and a tank or tanks are struck above petrol level with an incendiary bullet, in every case a disastrous explosion and/or fire will occur, with certain destruction of the aircraft, leaving the crew no possible chance of escape. If struck with an inert bullet or fragment of flak, an explosion and/or fire of the same magnitude as that caused by incendiaries will occur in approximately 50% of the strikes. The frequency of explosion and fire with inert fragments depends on the velocity of the fragment and the amount of structure both external to the tank and internal struck by the fragment. When an inert gas such as nitrogen is introduced into the tank above petrol level, the explosion risk is completely eliminated.

Recommendations.

5. It is recommended that immediate action be taken to incorporate a system for the introduction of an inert gas (nitrogen) above petrol level sufficient for a 7 hour flight in all tanks of bomber aircraft on the highest priority, even though this involved an additional weight of 230/250 lbs. per 4 engined aircraft.

Note. So impressive was the demonstration that it is recommended that the attached photographs be studied and the film from which they are taken seen.

Part II - Fire

1. Part I deals with explosions produced as a result of projectiles striking petrol tanks above fuel level. This section, Part II, deals with fires external to the tanks caused by petrol leaks.
2. A demonstration was staged to show that fires produced in tank bays, as a result of leaks from self-sealing tanks, can be extinguished by fire extinguishers of the Methyl Bromide type.
3. A mild steel tank in a half scale Lancaster wing section was set up in the blower tunnel so that a 180 mile an hour air stream could be blown over it. The set-up was arranged so that a small quantity of petrol was sprayed on to the side of the tank to simulate a petrol leak. This was ignited electrically, and at the same time, petrol was fed into the tank bay at the rate of 80 gallons per hour. This is considered to represent a fairly large leak.

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- (i) In the first experiment the fire was allowed to burn for 20 secs. and at the end of this time a very violent fire could be seen through a mica window in the tank bay, and flames of a blow pipe nature were streaming aft of the trailing edge. An extinguisher bottle was fired manually and the fire was quickly extinguished. In normal circumstances, the fire would not be allowed to attain such proportions before being acted upon by the extinguisher or bottle, as a flame switch would be fitted in the tank bay and this would fire the bottle as soon as a fire commenced.
- (ii) The experiment in (i) above was repeated, but with flame switches operating the extinguisher. A flame switch operated before the fire had any chance to obtain a serious hold. Very little flame was seen, the fire being completely extinguished even though petrol continued to run out of the wing.

Conclusions and Recommendations.

- 4. There is little doubt that a system such as that demonstrated would be successful in extinguishing the majority of tank fires, and it is recommended that its development proceeds on the highest priority.
- 5. A similar system for dealing with fires in both radial and liquid cooled engines is to be demonstrated shortly. If the demonstration proves successful, the R.A.E. will be asked to state the weights involved for both engines and tanks, and consideration can then be given as to whether it is acceptable.

BC/S.27560  
11th April 1943.

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HEADQUARTERS  
UNITED STATES STRATEGIC AIR FORCES  
IN EUROPE  
AIR SERVICE COMMAND

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DD Form 1314

10/7/76

COMBAT EXPERIENCE WITH AIRCRAFT FIRES & EXPLOSIONS

I. The following is extracted from a report by the Operational Research Section of the VIII Bomber Command:

I. Evidence from Battle Damaged Aircraft

Analysis of battle damage data reported to the Operational Research Section indicates the frequency with which fuel tanks have been hit, without preventing the aircraft involved from returning from their operation. On 50 missions during the six months from 26 February through 26 August 1943, 8011 aircraft made sorties and battle damage diagrams covering 2628 aircraft were submitted to the Operational Research Section. Of 14,036 hits reported on these damaged aircraft, 212 were found on fuel tanks (including main, feeder, and wing tip tanks.) The causes of these hits were as follows:

<u>Cause of Damage</u>	<u>Number of Cases</u>
Flak . . . . .	95
Enemy, 20mm, cannon . . . . .	46
Enemy, small caliber machine gun . . . . .	37
Machine gun, origin unknown . . . . .	23
Machine gun, from other friendly A/C . . . . .	3
Self-inflicted . . . . .	1
Empty shell cases . . . . .	1
Unknown . . . . .	6
TOTAL . . . . .	212

Of these 212 hits, none were reported to have been followed by fires, nor have any reports been received of planes returning to base after having experienced fires in wings (exclusive of the nacelles). In fact, only four instances of fire have been specifically referred to in the 2628 reports on battle damaged planes which have been studied - two in engine-nacelles and two in the fuselage.

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Because of under-reporting, however, especially with respect to category E (salvaged) planes, we believe this figure unduly minimizes the frequency of fires in A/C returning damaged. On the other hand, the fact that there are no reports of a plane returning after a fire in a fuel tank and only a few reports of aircraft returning after fire elsewhere in the plane seems to us prima facie evidence that A/C which catch fire rarely return.

2. First-Hand Evidence Regarding Lost Aircraft.

Operational Research Section representatives have interviewed a number of witnesses of aircraft lost in combat--escaped prisoners of war, men who evaded capture, and internees--in order to ascertain the exact circumstances and the sequence of events which caused their aircraft to be lost.

Analysis of interviews with 230 crew members, covering the losses of 95 aircraft discloses the following facts:

(a) 52 of the 95 aircraft suffered 75 fires.

(b) Of the 75 fires, it appeared that 28 started in the fuselage, 41 in the engine-nacelles, and only 6 in the wings outside the nacelles.

(c) In the 52 aircraft which suffered these 75 fires, the ultimate result was as follows:

Exploded in mid-air . . . . .	10
Explosed on ground . . . . .	7
Burned on ground without exploding . . . . .	9
Fire or fires were put out or went out . . . . .	7
Fate of plane not known . . . . .	19
TOTAL . . . . .	52

(d) Many of the fires originating in the engine-nacelles subsequently spread to the wings, fuel tanks, and fuselage.

(e) The following details are available concerning the 6 cases where fires originated in the wings (exclusive of the nacelles):

- (1) Target: PLOESTI      Date: 1st August 1943
- Group: 44th        Type: B-24
- C/GSN: Not given

(Based on interrogation of co-pilot)

While aircraft was flying at about 100-200 feet altitude, a flak hit started a fire in the left wing back of the #2 engine. The fire eventually

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went out.

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(2) Target: REGENSBURG  
Group: 100th

Date: 17 August 1943  
Type: B-17  
A/GSN: Not given

(Based on interrogation of the pilot)

On crossing the enemy coast at 1035 hours at an altitude of 16,700 feet, the pilot felt aircraft shudder from flak hit which put a three-foot hole near the trailing edge of the left flap inboard of the center line of #1 engine. In a few seconds flames appeared at edge of hole, eating their way toward leading edge. It appeared that a feeder tank gas line had been severed, and fuel ignited. Crew baled out, and while pilot was descending he saw ship explode in the air. On the ground he learned that under-side of right wing had also been on fire.

(3) Target: FOGGIA ANDROME

Date: 16 August 1943  
Type: B-24  
A/GSN: #42-40778T

(Based on interrogation of the pilot, radio, operator, top turret, ball turret, and both waist gunners)

After bombs were dropped at about 23,000 feet, twenty FW and Me 109s attacked the squadron which included this ship, from 3 o'clock to 6 o'clock to 9 o'clock horizontal in echelons of five or six. A 20m shell blew a hole in the top of the left wing just outboard of the #1 engine, several feet wide from the trailing edge toward the center. The blast apparently burst a fuel tank, set fuel afire, and burning gas ran down wing to flight deck.

The waist gunners thought the bomb bay tank must have been badly punctured as gasoline swept to rear of ship without, however, catching fire. On the other hand, the pilot, who probably remained on board the ship longer, reported that the bomb bay was also on fire, with flames sweeping back and out waist gun windows.

At least nine of the crew baled out, but it is not known whether the ship exploded after they left.

(4) Target: PARIS:  
(Renault-Caudron)  
Group: 100th

Date: 3 Sept. 1943  
Type: B-17  
A/GSN: Not given.

(Based on interrogation of the left waist gunner)

Flying at about 23,000 feet, plane went over target

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but did not drop bombs because leader didn't bomb. Heard many flak fragments hit ship however, and noticed a neat five-inch hole through the left wing behind #2 engine, where a fire was started and spreading. Tried to call pilot but interphone was dead. Baled out, and felt and heard explosion of ship while falling--believes it could have been either bombs or engine exploding.

(5) Target: LE MANS Date: 4 July 1943  
Group: 303rd Type: B-17  
A/CSN: .....791

(Based on interrogation of the tail, upper turret, ball turret, and right waist gunners).

On way in toward target, after gaining altitude and not long after crossing French coast, flak set #1 engine on fire, a fire started in the radio room, and a yellow-nosed FW attack from 5-7 o'clock level (with what the right waist gunner and tail gunner believe were incendiaries) hit the right wing and set a fuel tank on fire.

Crew baled out, A/C crashed and burned without exploding.

(f) The evidence of 257 returning survivors of 116 lost aircraft (including the 95 aircraft referred to above), indicates that only the following four aircraft were lost as a result of explosions in mid-air, without the fire first being seen by crew members.

(1) Target: FOGGIA Date: 16 August 1943  
Group: 44th Type: B-24  
A/CSN: not given  
Name of A/C: "Lady Luck"

(Based on interrogation of the radio operator)

About ten to fifteen minutes after leaving target one engine quit, apparently from internal failure, and several fighters attacked from all angles when ship left formation. #2 and #3 engines were hit and started to cut out. A 20mm. shell exploded in cockpit in front of pilot and co-pilot. Bala-out order followed immediately. Ship went into a steep dive, and before any of the crew could get out it exploded.

The radio operator was thrown clear and landed safely. A bomb bay tank was carried, but the radio operator saw no fire, and heard no comment about fire on intercom.

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(8) Target: STUTT GART Date: 6 Sept. 1943  
Group: 306th Type: B-17  
A/CSN: ..... 163.

(Based on interrogation of the co-pilot, bombardier, and both waist gunners)

Climbed from 17,000 feet to 25,000 feet while crossing enemy territory, made runs over three targets before dropping bombs, and came down to 17,000 feet on way out.

Before target was reached had concluded that plane would run short of gas: had 300 gallons left at Stuttgart.

The engines ran dry one after the other--#1 and #3 first, then #2 and #4-- and pilot reported situation to group leader, who told them to bale out.

At least five baled out at about 17,000 feet. Ship exploded just after bombardier jumped. No fire was seen, although pilot told crew members that ship may have been on fire because saw plane smoking badly on the way down.

(5) Target: PARIS Date: 15 Sept. 1943  
Group: 100th Type: B-17  
A/CSN: ....Not given

(Based on interrogation of the radio operator)

Plane came in to target at 24,000 feet, dropped bombs, and while still over target was hit by intense, accurate flak which, among other things, knocked out #1 and #4 engines. Three FWs then attacked, probably knocked out a third engine (as prop ran away). Flak or fighters may have damaged fuel line or tank as ship ran low on gas.

Crew baled out on order, and after all had cleared plane it exploded in mid-air. Radio operator knew of no fires.

(4) Target: WILHELMSHAVEN. Date: 27 Jan. 1943  
Group: 44th Type: B-24  
Sqdn: 68th A/CSN: not given  
Pilot: 1st Lt M.W. Sullivan

(Based on interrogation of the bombardier)

Just before dropping bombs on Amsterdam instead of primary target, FWs attacked from nose. In first attack navigator was killed, and bombardier blown back from nose by concussion. Ship dropped back of formation, caught up again, went into a dive at 25,000 feet, and a few seconds later exploded. The bombardier came to in mid-air, pulled his ripcord, and in three or four minutes hit the water. He saw no 'chutes but did see small pieces of plane floating around.

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2. The O.R.S. points out that more fires are caused by hits to Engine Nacelles than direct hits to tanks. This is being covered by the present program to re-equip nacelle with CO2 extinguisher system and armor plate protection. However, it should be borne in mind that O.R.S. receiver reports from returning crew members. These reports are not received on aircraft which explode, preventing escape of crew members (refer to last sentence, para. 1 of above extract).

3. Extract from letter Eighth Air Force Bomber Command 12 January 1944.

a. Protection against Fires and Explosions.

(1) Perhaps equally great is the need for protection against fires and explosions. In 53% of the cases of aircraft shot down, the aircraft was on fire and, in the majority of these cases, fire was the decisive cause of the loss. The majority of fires (55%) occur in the engines or nacelles. The installation of engine armor would undoubtedly reduce the fire hazard a great deal, but it is also believed that an efficient fire extinguishing system for the nacelles and the wings would be of great value.

(2) The destruction of aircraft due to fuel tank explosions while difficult to substantiate, is a cause of great concern. Tests conducted by the RAF (see Inclosure 2) have conclusively shown that German armor-piercing incendiary ammunition fired into a fuel tank above the fuel level at temperatures around minus 25 degrees centigrade will cause a violent explosion sufficient to destroy the entire aircraft. At least a dozen instances have been reported of aircraft seen to explode with indications pointing to this as the underlying cause. The RAF have developed and are using a system for introducing an inert gas (nitrogen) into the fuel tanks which eliminates the danger of explosion from this cause entirely. It is believed that such a system should also be installed on USAAF heavy bombers operating in this theater.

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DDO #15

# 100-4-20 (June 1974)

by *WHR/1a* / AC Date *10/2/76*

Fire Hazard of Escaped Gasoline Fumes

AC/AS - Operations, Commitments & Requirements  
Attn: General Craig  
Deputy Chief of the Air Staff

4 Feb 1944

WHR/1a/5458 2

1. Reference confidential R&R from General Vandenberg dated 1 Feb 44, subject as above, Comment No. 1 above contains additional material on this matter and is forwarded for your information and such action as you deem advisable.

2. Reference is invited to paragraph 12 b of the inclosure.

1 Incl:  
n/c

WILLIAM R. HUNT  
Lt. Colonel, G. S. C.  
Asst Secretary, Air Staff

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DDO #15

# 100-4-20 (June 1974)

by *WHR/1a* / AC Date *10/2/76*

Fire Hazard of Escaped Gasoline Fumes

AC/AS, Operations, Commitments & Requirements  
Attn: (Personal attention of General Craig)  
Deputy Chief of the Air Staff

1 Feb 1944

HSV/1a/5265 3

1. General Arnold has expressed his desire for over a year to have something done about this matter. I am convinced from this that we are still getting nowhere. I feel that there are two steps that we must take:

(1) That the requirement be officially conveyed to M.M.&D.

(2) That this be followed up by someone personally in O.C.&R. to assure that this "ball" is no longer tossed back and forth.

2. For this reason, I feel that O.C.&R. should monitor the project and submit weekly progress reports. What are your views?

HOTT S. VANDENBERG  
Brigadier General, U.S.A.  
Deputy Chief of Air Staff

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ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON 25, D. C.

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DDO 1493



HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON

8 FEB 1944

ATTENTION: *Handwritten initials*

MEMORANDUM TO CHIEF OF AIR STAFF

SUBJECT: Performance and Characteristics of P-51B, P-38J, P-39Q,  
P-63A and B-25H Airplanes.

1. In compliance with your request for data reference subject above,  
the following is supplied:

AIRPLANE	FUEL		NOTE 2 RANGE	NOTE 3 RADIUS	NOTE 4 GUNS
	INTERNAL	EXTERNAL			
P-38J	424 424	600 ✓	2300 ✓	230 537	4 x .50/2000 1 x 20/150 ✓
P-39Q	120 120	175	1100	135 275	4 x .50/900 1 x 37/30
P-51B	265 265	300	2600	360 735	( 4 x .50/1260 )
P-63A	201 136	325	2050	240 575	4 x .50/900 1 x 37/30
B-25H (See Note 1)	974 974.	650 (R)	2500	375 600	12 x .50/4200 1 x 75/21

\*R\* Removable

NOTES:

1. First condition with only 974 gals. built-in capacity carries 3200 pounds of bombs. Second condition with 650 gallons removable carries no bombs.
2. Range is at most economical cruising power with allowances for warm-up, take-off, climb, land, bombs and droppable tanks carried all the way and ten per cent allowance taken from net ideal range. No reserve.
3. Radius is at maximum cruise power with same allowances as Note 2 above.
4. Ammunition shown is total.

*OPE Echols*  
O. P. ECHOLS  
BRIGADIER GENERAL, U. S. A.  
Asst. Chief of Air Staff  
Material, Maintenance and Distribution

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*See 45 2, 1 (1263)*







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000 hrs.

3 Dec. & 27 Jan. 1974  
By *ADW/AC* / *DCS (S) 2/76*  
DE

Letter to the President of the Boeing Wichita B-29 Plant

General Echols

9 Feb 1944

Chief of the Air Staff

MAL/hd/3373

1. The Chief of the Air Staff desires that you have prepared for General Arnold's signature, a letter to Mr. Schaffer, who is the head of the B-29 Plant at Wichita, covering the following points:

a. We are planning to install four gun turrets in B-29 airplanes. Also, bomb bay roller doors.

b. In view of these changes in the basic construction of the aircraft, the plant engineering staff should be alerted to such contemplated innovations and start planning therefor. Necessary data can be secured from the Experimental Engineering Section of the Material Command at Wright Field.

2. Obviously these are only the high points and the letter should be "beefed up" to present a complete picture to Mr. Schaffer.

3. General Giles desires that this letter be in his hands by 5:00 P.M. today.

M. A. LIBBY  
Colonel, G.S.C.  
Secretary, Air Staff

*Rec'd by 45-211 (2661)*

*Carried by hand 9/16/44*

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*File 4/10/44*  
*C. M. [unclear]*

*ADW 452.1 (126)*

HEADQUARTERS ARMY AIR FORCES  
ROUTING AND RECORD SHEET

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TALLY NO.	
FILE NO.	

SUBJECT: Maintenance Difficulties

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DO NOT  
8 Jan 8 10 1974  
By *ab* Date *10/7/76*

TO: Deputy Chief of Air Staff (Gen. Perrin)

DATE 8 Feb. 1944

FROM: ACAS/MM&D, Air Services Division

COMMENT NO. 1.

AFDBS-1 KMU/deb 2105

In compliance with your request in Comment No. 1 of Routing and Record Sheet dated 29 September 1943, the seventh of a series of semi-monthly reports as requested is submitted on the progress made to eliminate difficulties as indicated in attached inclosure.

- 1 Incl.  
Report Z-9486  
B-24 Propeller Malfunction

*for*  
L. P. WHITTEN,  
Brig. General, U. S. Army,  
Chief, Air Services Division.

*Noted*  
*P.*

*(b5c) r.c.s.h.b. r.m.*

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21107 Feb 44*

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FEB 6 1944



FEDERAL BUREAU OF INVESTIGATION

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DDO 1175

8 Jan 20 10:00 AM 1974  
by *322/1/1* Date *12/2/76*

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Auth. C.G. A.S.C.

Initials *322/1*Date *22 Jan 44*

## Report on B-24 Propeller Malfunction

In connection with the special reports to this Headquarters regarding overspeeding and failure to feather or unfeather with hydromatic propellers, eleven (11) reports regarding B-24 series airplanes have been received to date. Ten (10) of these reports concern overspeeding, and one overspeeding combined with failure to feather.

The investigation of the case covering overspeeding and failure to feather has not been concluded. With regard to the cases involving overspeeding only, the following information is submitted.

Cause of overspeed not determinable from exhibits and available information. Governors tested at Propeller Laboratory, Wright Field, and no defects found. Number of cases, 4.

Governors tested at Propeller Laboratory, Wright Field, and relief setting found low. Overspeed attributed to this cause. Number of cases, 3.

Internal engine failure resulting in loss of oil and subsequent overspeeding of propeller due to failure of oil supply to governor. Number of cases, 1.

Investigation not completed. Number of cases, 2.

Propeller problems on B-24 series airplanes were discussed with Mr. John Burrige, Hamilton Standard Propeller Representative with the Eighth Air Force Service Command, during a recent visit to this Command. Mr. Burrige stated that a pre-flight inspection procedure had been devised by that command involving timing of the propeller response to operation of the control. This procedure was found effective in avoiding overspeeding with B-17 series airplanes. As B-24 series airplanes use electric head governors, the same procedure cannot be applied to them in all details. However, Mr. Burrige stated that when he left England, an investigation to devise a procedure for B-24 series airplanes was in process. The Eighth Air Force Service Command will be requested to forward information. The Propeller Laboratory has also been requested to furnish comments and recommendations regarding these pre-flight procedures.

Personnel of the Maintenance Division of this command are currently making a special tour of activities operating B-24 series airplanes on 91 octane fuel to investigate various difficulties and to recommend remedial action. Information regarding possible causes of propeller malfunction and suggested remedial action was given to Lieutenant Treat of the Engine Section, this Headquarters, who is visiting these activities. It is expected that Lt. Treat's trip will result in additional information regarding the conditions encountered in the field.

With regard to the test of cartridge type relief valves for replacement of the existing relief and dump valves, flight tests by the Propeller Laboratory, Wright Field, were begun on 19 January 1944. It is expected that approximately 6 days flying will be required for these tests.

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3-9496

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DDI 112  
9 Jan. & 20 June 1974  
By RLD/ MCI Date 6/2/76  
DE

Transport Aircraft Assigned to Army Ground Forces and Army Service Forces, and Scheduled Allocations of Utility Aircraft.

AC/AS - Operations, Commitments & Requirements  
Attention: Colonel McIsee  
Deputy Chief of the Air Staff (General Vandenberg)

9 Feb 1944

HEV/1a/5265 1

In connection with our dictograph conversation, this is returned for definite recommendations.

Incl:  
Memo for Gen. Craig,  
7 Feb 44, from Col.  
Kelly w/3 attachs.

HOYT S. VANDENBERG  
Brigadier General, U. S. A.  
Deputy Chief of the Air Staff

Dispatched  
10 F 31pm  
AGG

*Am 49 45-2,1 (1956)*

**DECLASSIFIED**

*Am 49 45-2,1 (1956)*

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GDD 101

8 Jan 4, 2020 1316  
by *gms/...* date *09/2/76*

~~CONFIDENTIAL~~

6 FEB 1944

MEMORANDUM FOR CHIEF OF AIR STAFF

SUBJECT: Status of P-61 Airplane.

1. Pursuant to request from Brig. General E. S. Ferrin, the following weekly status report pertaining to the P-61 airplane, is submitted:

A. A replacement engine has been received at the Materiel Command this date for the P-61A airplane undergoing tests with the turret removed. However, examination of this engine indicated that improvements have been made since its manufacture and that new pistons would have to be installed on the master rods, the ignition harness checked, and that a diaphragm would have to be replaced in the fuel system. It is estimated that the modification to this engine will require approximately four days, and that an additional three days will be required to install this engine in the airplane, at which time flight testing will be continued.

B. Wind tunnel model tests to aerodynamically clean up the P-61 are being concluded by the Aircraft Laboratory. Results of these tests are expected the end of this week and will be forwarded upon their receipt.

C. The Materiel Command has been informed that turrets are to be currently removed from production P-61 airplanes but that it is contemplated that the turrets will be reinstated in P-61 production line airplanes late in 1944. In the meantime the Materiel Command has been directed to:

(1) Continue work on eliminating buffeting difficulties experienced when the turret is traversed.

(2) Accomplish engineering and prototype package installation of a fixed four gun caliber fifty installation for possible future use in the present turret well until the turret itself is reinstated. This package should be readily removable and it then should be possible to reinstall the turret without further modification of the airplane.

(3) Expedite the presently planned tests on the AGI equipment.

(4) Accomplish engineering for installation of self-sealing tankage in space vacated by the turret for possible future use. There is no immediate requirement for this tankage and it is not desired in production at the present.

*Approved by H.S. (11553)*

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O. P. ECHOLS  
Major General, U.S.A.  
Asst. Chief of Air Staff  
Materiel, Maintenance and Distribution

*File 67-7244*

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

~~CONFIDENTIAL~~

*Site file*

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

DECLASSIFIED  
DDO #1's  
8 Jan. & 20 June 1974  
by *AC/...* / *...* 10/17/76  
7 JAN 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF: (Through General Ferrin)

Subject: Fighter Airplane Range Extension Program  
(Report No. 9)

1. There follows a current status report of progress in extending the radius of action of P-38J, P-47 and P-51 airplanes. This report is the ninth of a series initiated 7 September 1943, at your direction.

a. P-38J - The December schedule of 350 airplanes out of the Dallas Modification Center was exceeded by two; this because of the fact that during three days of rain on 24, 25 and 26 December, Dallas Modification Center personnel worked outdoors on the flight line 24 hours a day. The cumulative quantity of 561 P-38J's modified and flown away through 31 December represents the total number allocated to the Eighth Air Force out of 1943 production.

The January schedule is a combined total of 295 P-38J's and F-5B's (210 P-38J's and 85 F-5B's). The balance of P-38J's and F-5B's remaining to be modified in February is 275 (250 P-38J's and 25 F-5B's). Complete factory installation of leading edge wing tanks is scheduled for the 420th airplane produced in 1944 (Approximately 10 February).

As of 31 December there had been shipped from the factory, a total of 214 kits destined for theaters of operation. This quantity includes complete installation requirements for P-38J's in the Eighth Air Force and Fifth Air Force, and an initial shipment against Thirteenth Air Forces' requirements.

b. P-51 - The December schedule for P-51 completions was 293. Actual completions were 293. The January schedule of 231 completions which should be met approximately 23 January completes the P-51 modification portion of the program.

It is planned to use the Dallas Lockheed Modification Center to modify P-51C airplanes for the Royal Air Force beginning with the last 40 P-51C airplanes produced in January by North American - Dallas.

*last copy 45-911 (1552)*



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As of 31 December there had been shipped from the factory a total of 262 P-51 kits destined for the Eighth Air Force. This represents a complete satisfaction of Eighth Air Force requirements. As of that same date, 208 had been delivered in U. K.

Q. P-47 - Wing adapter kits continue to be produced and shipped to theaters of operation on schedule. As of 31 December 1943, the following deliveries to theaters had been made:

5th Air Force	-	100
7th Air Force	-	1
8th Air Force	-	408
12th Air Force	-	30

d. Shipping - As previously reported, shipping provisions for the month of December for a combined total of 650 P-38J's and P-51 airplanes for the Eighth Air Force had been made. By 31 December 1943, 639 of these airplanes had arrived at Newark. Of this number, 412 were shipped. The balance of 227 which were left on hand did not go forward as planned because of unforeseen cancellations of shipping space. For the month of January, provision has been made to move the balance of modified P-38 and P-51 airplanes destined for the Eighth Air Force. On this basis, there will have been delivered to U. K. on or about 1 February 1944, approximately 1100 long range P-38J and P-51 airplanes.

2. The status of production and delivery of jettisonable fuel tanks is discussed briefly:

a. 75 gallon - As of 31 December, there had been shipped to all Air Forces 41,000 of these tanks, representing a complete satisfaction of the stated requirements of all Air Forces.

b. 100 gallon - As of 31 December approximately 5,300 special flat-top 115-gallon metal tanks had been delivered from factories and were in transit to the Eighth Air Force. Of this number, approximately 2,000 had been shipped. It is now indicated that the Eighth Air Force has no further requirement for this article.

The standard 100-gallon metal tank is scheduled for production beginning the middle of February 1944, to reach a peak of 40,000 tanks per month by June.

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DECLASSIFIED

g. 150 gallon - During the months of November and December, a total of more than 33,000 150-gallon metal tanks were shipped to theaters of operation. These kits represent the satisfaction of the requirements of all Air Forces.

*B. E. Meyers*

B. E. MEYERS  
 Brig. General, U. S. A.  
 Deputy Asst. Chief of Air Staff  
 Material, Maintenance & Distribution

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*201 26 21 / 12-2*

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8 Jan & 20 June 1974  
by *[Signature]* on Dec 16/76

FEB 14 1964

B-25 Airplanes with 75 mm. Guns.

The Chief of the Air Staff

Asst C/AS, OCR

2  
Major Mason/ao -72485

1. The present situation with respect to 75 mm. cannon-equipped B-25 airplanes is summarized below:

a. The Twelfth Air Force has stated that it has no further requirement for this airplane.

b. The Eleventh Air Force has stated that it has no further requirement for this airplane.

c. The Fifth Air Force has stated that it will make its final decision on the B-25H after giving one complete squadron a combat service test for a period of thirty days. The decision should reach this Headquarters in approximately one month.

d. The Seventh Air Force has made no change in its requirement for 75% cannon-equipped, 25% bombardier-nose B-25's.

e. The Thirteenth Air Force has made no change in its requirement for 80% cannon-equipped, 20% bombardier-nose B-25's.

f. The Fourteenth Air Force has made no change in its requirement for 66-2/3% cannon-equipped, 33-1/3% bombardier-nose B-25's. This requirement was restated in January 1944.

g. The Fourth Air Force has made no change in its requirement for 66-2/3% cannon-equipped, 33-1/3% bombardier-nose B-25's. This requirement was restated in January 1944.

h. In connection with the program now being planned for the exchange of old B-25D's and B-25G's in combat for new B-25J's and B-25H's, all theaters are being asked to re-state their percentage requirements for the two types.

i. Sixteen B-25H's equipped with radar range finders for the cannon are being outfitted and crews trained at Eglin Field. These airplanes will go to the Fifth Air Force, probably some time in April, 1944, for combat service test. The outcome of this test may well have a bearing on future requirements for the B-25H.

j. General Arnold has directed development of a 105 mm. installation in a B-25. It is estimated that the mock-up of this installation will get under way in approximately 45 days.

2. This office will follow the subject closely. When the decision mentioned in paragraph 1 c., the answers to cables referred to in paragraph 1 h., and the results of the test outlined in paragraph 1 i., are received, any action indicated to revise the B-25H program will be initiated.

Sent By \_\_\_\_\_

M&E Sec \_\_\_\_\_

AFREQ \_\_\_\_\_

WILLIAM F. McKEE  
Colonel, Air Corps  
Deputy Asst. Chief of Air Staff  
Operations, Commitments & Requirements

*File*  
*22/1/44*

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100 yrs  
8 Jan. 20 2000  
By *RLW/DE* Date *10/7/00*

B-25 Airplanes with 75 mm. Guns.

AC/AS, Operations, Commitments & Requirements.

5 February 44

Chief of the Air Staff.

1  
MAL/mgr/3373

The Chief of the Air Staff last evening stated that he was of the opinion this Headquarters should re-canvass all the active fighting theaters to determine whether or not they still desire B-25 type aircraft equipped with 75 mm. guns. He stated he felt that from all appearances this type of equipment was going out of the picture.

MILLARD A. LIBBY,  
Colonel, G. S. C.,  
Secretary of the Air Staff.

Dispatched  
5 FEB 1944  
AM3

*See 458.1 (1951)*

*File 458.1  
27 Feb 44*

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*458.1*

*(1951)*

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OOD #78

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DECLASSIFIED

8 FEB 1944

AFDMA-2A

MEMORANDUM FOR COMMANDING GENERAL, ARMY AIR FORCES.

Attention: Colonel Emmett O'Donnell, Room 3E-1070

SUBJECT: IB-32 and B-29 Performance Comparison.

*B-29 Folder*

- The following is a summary of the latest information available to this office on the IB-32 airplane.
- Because the manufacturer has made a special effort to keep the weight on the production article down, plus an aerodynamic clean-up program, it is anticipated that performance of the B-32 is equal or better than that of the IB-32.
- The armament of the B-32 is as follows: two .50 caliber guns in nose turret, two .50 caliber guns in upper front turret, two .50 caliber guns in upper rear turret, two .50 caliber guns in lower ball turret, two .50 caliber guns in tail turret. It is planned that eventually all turrets will be equipped with four .50 caliber guns. The turret development program will be in the following order: the upper front, the upper rear, the lower ball and the front turret.
- The maximum built-in capacity of the IB-32 and the B-32 is 5226 gallons of fuel. The B-32 can carry 401 gallons more fuel than the IB-32 without exceeding the designed gross weight of the airplane. This is possible because of the weight saved in the B-32 structure.

SPEED AT MILITARY POWER

AIRPLANE	GROSS WEIGHT	ALTITUDE	SPEED	REMARKS
IB-32	100,000	25,000	362	Based on flight tests.
IB-32	100,000	30,000	376	Based on flight tests.
IB-32	100,000	32,000	380	Based on flight tests.

TAKE-OFF AND LANDING DISTANCES

AIRPLANE	GROSS WEIGHT	LAND
IB-32	95,000	1980
IB-32	100,000	2140
IB-32	110,000	2360

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*cc: Gen Arnold's files*

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OOD #78  
# Jan 6 20 June 1974  
# 10/17/76

Memo. For CG, AAF, Attn: Col. Emmett O'Donnell.  
Subj: IB-32 and B-29 Performance Comparison

SERVICE CEILING

AIRPLANE	GROSS WEIGHT	SERVICE CEILING	REMARKS
IB-32	99,000	34,000	*Based on Flight Tests of IB-32 (Init. G.W. = 99,000)

WEIGHTS

AIRPLANE	WEIGHT EMPTY	USEFUL LOAD	GROSS WEIGHT	REMARKS
IB-32	65,548	36,918	102,466	As of 1-8-44

SPEED AT MILITARY POWER FOR B-29

GROSS WEIGHT	ALTITUDE	SPEED
105,000	25,000	360
105,000	30,000	372

TAKE-OFF AND LANDING DISTANCES FOR B-29

GROSS WEIGHT	TAKE-OFF	LAND
90,000	3150	3500
105,000	4900	4400
120,000	6100	-

SERVICE CEILING FOR IB-29\*

GROSS WEIGHT	SERVICE CEILING
105,000	31,850

\* This figure will be approximately same for B-29.

WEIGHTS B-29

WEIGHT EMPTY	USEFUL LOAD	GROSS WEIGHT
70,200	34,800	105,000
70,200	49,800	120,000

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EO 13526

18 Nov. 63 20 June 1974

*by [signature] 13/2/76*

Memo. for CG, AAF, Attn: Col. Emmett O'Donnell  
Subj: B-32 and B-29 Performance Comparison

4. Based on the limited amount of information available on the B-32 regarding range, it is felt reasonably safe to assume that with comparable bomb loads, the B-32 should at least equal the range of the B-29.

O. P. ECHOLS,  
Major General, U. S. A.,  
Assistant Chief of Air Staff,  
Material, Maintenance and Distribution

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**DECLASSIFIED**

*Am. [signature] 452.1 (1250)*

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ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON 25, D. C.

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8 Jan & 22 June 1974  
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7/70



ATTENTION:

HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON

30 JAN 1944

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

SUBJECT: Summary of Deliveries Against 1943 Allocations

1. General Arnold may be interested in the attached summary, by country and type, showing the deliveries of aircraft against allocations for the entire year 1943.
2. In delivering against these allocations, the following approved 1943 "ground rules" were followed:
  - a. Russia and all small recipients to receive 100% of allocation, irrespective of production.
  - b. Britain and Dominions to receive all of allocation if 80% of 8-L is met, and share in any "slippage" below 80% of 8-L.
  - c. Army and Navy to share all production "slippages" proportionately.
3. All of the delivery figures represent delivery from factory, which is the approved point for fulfillment of allocations.
4. In general, the 1943 allocations were based upon the following production estimates:
  - a. Tactical Aircraft - 8-L (Nov. 30, 1942), except in relatively few cases where production was revised during the year due to a change in policy and appropriate adjustment was made.
  - b. Trainer and Communication Aircraft - Originally on 8-L (Nov. 30), but revised during year to the J.A.C. working schedule W-5.
5. Since the schedules used in making the allocations of tactical aircraft in December 1942 (8-L) was considerably higher than actual deliveries, the allocations were not, of course, met in full. However, within the "ground rules" of paragraph 2 above, the performance was very close.

6721-1-057

*4*  
*Incl.*  
*2/17/44*  
*Incl. with summary*  
*by [unclear]*  
*Noted BMM*  
*HWH - 10 Feb.*  
*E-S-T*

*B. E. Meyers*  
B. E. MEYERS  
Brig. General, U. S. A.  
Deputy Asst. Chief of Air Staff  
Material, Maintenance & Distribution

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AW 452.1 (124)

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NO AAF  
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DDO #12  
8 Jan & 20 June 1974  
By *AG* / *BE* *1348* / 76

Fire Hazard of Escaped Gasoline Pumps

AC/AS - Operations, Commitments & Requirements  
Attn: General Craig  
Deputy Chief of the Air Staff

4 Feb 1944

WRB/1a/5458 <sup>2</sup>

1. Reference confidential NRP from General Vandenberg dated 1 Feb 44, subject as above, Comment No. 1 above contains additional material on this matter and is forwarded for your information and such action as you deem advisable.
2. Reference is invited to paragraph 12 h of the inclosure.

*unexp/lost*  
5 FEB 1944  
\*ANG  
1 incl  
n/c

WILLIAM B. MUNT  
Lt. Colonel, C. S. C.  
Asst Secretary, Air Staff

*AG 452.1*  
*(1348)*

*Feb 5 7:40 PM*  
*C. S. C.*

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*AG 452.1* *(1348)*

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DDO ltr

Jan 6 20 June 1974  
By *Adm/AC, Date 10/17/76*

Fire Hazard of Escaped G-soline Pumps

AC/AS, Operations, Commitments & Requirements  
Attn: (Personal attention of General Craig)  
Deputy Chief of the Air Staff

1 Feb 1944

HSV/1a/5265

1. General Arnold has expressed his desire for over a year to have something done about this matter. I am convinced from this that we are still getting nowhere. I feel that there are two steps that we must take:

- (1) That the requirement be officially conveyed to M.W.&R.
- (2) That this be followed up by someone personally in O.C.&R. to assure that this "ball" is no longer tossed back and forth.

2. For this reason, I feel that O.C.&R. should monitor the project and submit weekly progress reports. What are your views?

Dispatched  
2 FEB 1944  
ASB

HENRY S. VANDENBERG  
Brigadier General, U.S.A.  
Deputy Chief of Air Staff

*ASB 452.1*  
*1545*  
*8451*

*File 72...*  
*ASB*

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*ASB 452.1* *1248*

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19/7/76

January 29, 1944

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Liaison Aircraft in the Army Ground Forces

I. Discussion

1. Inasmuch as the production and employment of liaison aircraft represents an important demand on the fabricating facilities, skilled manpower in the Army and in the factories, and gasoline resources of the country, there is reason to insist on greater efficiency and economy in the operation of these aircraft at this time.

2. That the program is large enough to warrant serious consideration is indicated by advise received in this Headquarters that there are 846 "Air OP Sections" authorized for the Army Ground Forces, of which 786 have been activated (490 in U.S., 246 overseas at this time), involving in the units and exclusive of replacements 1700 aircraft, 1700 officer-pilots (excluding observers), and 3400 trained enlisted men. This is in addition to the Post Bill training establishment with an indicated requirement of 180 liaison aircraft. There are approximately 1800 officer-liaison pilots and 1800 suitable liaison aircraft available within the Army Ground Forces at this time which, offhand, appears to place this specialized activity well ahead of the manning phase of the field artillery as a whole. Additions are scheduled at the rate of 80 pilots and 108 aircraft (L-4's only) per month.

3. A recent paper from the Commanding General, Army Ground Forces, to Assistant Chief of Staff, G-4, computes replacement requirements in aircraft on a 7% monthly basis within the U.S., assuming an overall plane life of 200 hours, and a monthly flying time of 20 hours per month. This does not conform to experience which indicates a 1.6% monthly attrition, nor does it compare favorably with the utilization of aircraft in the Army Air Forces of upwards of an average of 2000 flying hours per plane-life.

4. Recently there has been a request from the Army Ground Forces for higher performance liaison aircraft organically assigned (which represents a step-up from a 65 h.p. aircraft to 180 h.p. aircraft) and for organically assigned liaison aviation personnel to perform courier missions. This was anticipated by the Air Staff at the very outset of the Field Artillery Liaison Aviation Program. At that time, it was pointed out that Field Artillery aircraft requirements ultimately would call for aircraft which in the theater would of necessity have to pass to the control of the Air Force Commander concerned. Accordingly, a detailed analysis (Tab C)

*Com Back for C...*

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questioning the soundness of reserving special liaison aviation for the Field Artillery, was prepared and presented in the form of a memorandum for the Chief of Staff, dated 19 Nov 42. This memorandum did not receive the concurrence of Headquarters, Army Ground Forces, and decision was held in abeyance by the War Department pending further battle experience.

5. Battle experience now indicates that less than 5% of liaison aviation missions being flown in the Theaters are for the purpose of adjustment of artillery fire, and that the other 95% are courier type missions. Under current practices, this results in the wasteful employment of trained artillery-officer personnel. Further, this experience bears out the prediction of the Air Staff and supports its original contention that the liaison pilot should be considered in the same category as the driver of a staff car or truck, and therefore, this rating should be confined to enlisted personnel. It is so confined in the Army Air Forces at this time. AAF Liaison Squadrons have been provided to perform all necessary missions requiring the use of liaison type aircraft within the Army, including conveying artillery-officers as observers.

6. The AAF has always contended that adjustment of artillery fire from multi-seater aircraft can be performed better by an observer than by the pilot of the aircraft. The Field Artillery insisted that it was necessary for the pilot of the aircraft to adjust the fire, and on this basis their requirement for training Field Artillery battery officers as liaison pilots was recognized by the War Department. There are now positive indications that the AAF contention was soundly based. The Field Artillery Journal (December, 1943 issue, page 894, paragraph 3) states in effect that it is almost impossible for a pilot to fly a plane in combat and observe for artillery purposes at the same time. Hence, separate officers are to be kept available in addition to the Artillery officer pilots. This statement is substantiated by informal verbal reports of personnel returned from the theaters and General Omar Bradley's directive issued in the Mediterranean Theater on 14 May 1943.

7. The Air Staff believes that all liaison aviation service should be provided by the Commanding General, Army Air Forces. In Theaters, liaison aviation service will be provided by Theater Air Force Commanders to be used for adjustment of artillery fire or for such other purposes as the situation may require. In the CBI Theater, for example, an AAF Liaison Squadron is now performing valuable courier service in connection with road building.

8. Economy in the use of personnel and the elimination of duplication and unnecessary overhead are required. Flexibility to meet the changing requirements of supported units with respect to modifications in aircraft and the training of personnel to operate and maintain such new airplanes and other equipment as well as the provision of a flexible unit is necessary.

9. The advent of requirements for blind and night flying, aerial photography, possible helicopter operation, and field maintenance

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of 190 h.p. engines (vs difficulties with 65 h.p. now) have extended this matter far beyond the original "Aerial OP" concept.

10. Presented in Tab A is summary of pertinent points in favor of the recommendations set forth below transferring the responsibility for the operation of Field Artillery Liaison aircraft to the AAF. Tab B sets forth the currently scattered responsibilities for Field Artillery liaison flying activity within the War Department at this time, including, as it must, inherent danger of omission and duplication.

II. Action recommended

The Secretary of War directs implementation of the following policies:

1. All liaison aviation service be provided by the Commanding General, Army Air Forces. In theaters, liaison aviation service will be provided by Theater Air Force Commanders.

2. That organic air observation for Field Artillery be discontinued; Field Artillery T/O's be amended accordingly; that all personnel now holding rank or grade in organic air observation for field artillery be carried on as excess until absorbed into Field Artillery units except as indicated in paragraph 3 below.

3. That all Air Corps property now in organic air observation for Field Artillery be returned to the Army Air Forces and all personnel assigned be transferred to the Army Air Forces except for such personnel as the Commanding General, Army Ground Forces desires to retain in non-flying duties in the Army Ground Forces.

4. That appropriate adjustments in the Army Troop Basis be made to reflect action directed above.

H. H. Arnold

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

Dispatched

31 JAN 1944

AMF

3 Incls:

- Tab A
- Tab B
- Tab C

*Copies sent to:*  
*Col Task*  
*Personnel*  
*War. Dept.*  
*MM & S*

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T A B A

Supporting the recommendations contained in basic study.

- A. Efficient utilization of facilities and experience of the AAF in storage, issue, and maintenance of equipment.
- B. Technical training of AAF personnel.
- C. Economy of personnel, effort, and research.
- D. Utilize centralized services such as photo and radio installations.
- E. Interchange of equipment and personnel as needed from wide scope available to AAF to meet changing conditions encountered in particular Theaters of operations.
- F. Avoid potential wastes and expenditures from possible duplication that may embarrass the War Department.
- G. Uniformity of rank and grade and awards for personnel assigned to similar activities within the Army.
- H. Uniform access to manpower for purposes of flight and maintenance instruction.
- I. Conforms with German and British practices wherein the liaison aviation is a part of the GAF and RAF.

T A B B

FIELD ARTILLERY LIAISON ACTIVITY

O.C.&A. (Troop Carrier Branch, Requirements Division) is agency charged with responsibility on liaison aircraft matters in Headquarters, AAF.

The Third Air Force is AAF agency interested primarily in field aspects of problems other than field artillery units themselves.

<u>Activity</u>	<u>Responsibility</u>
<u>Equipment</u>	
Procurement and design	AAF
Maintenance	
1st & 2nd Ech.	AGF
3rd Ech.	AAF
Distribution	ASF
Operation	AGF
<u>Training</u>	
Basic	AAF
Operational	AGF
<u>Organization</u>	
	AGF
<u>Flying Safety</u>	
Regulations	AGF
Investigation	AGF
Responsibility to Government agencies	AAF
<u>Personnel</u>	
Procurement	AGF
Rating	AAF
Administration	AGF
<u>Weather Information</u>	
	AAF
<u>Traffic Control</u>	
	AAF



COPY

Nov 19, 1942

## MEMORANDUM FOR THE CHIEF OF STAFF (Attention G-3 Division)

Subject: Organic Liaison Aviation for Ground Units.

## 1. Discussion:

1. Maneuver experience has shown that all liaison aviation should be organic in ground units.

2. At present, the requirement for organic liaison aviation in ground units has been recognized only insofar as the requirement of the Field Artillery is concerned. It is proposed that corresponding requirements of Division Headquarters, and arms and services other than the Field Artillery, be also provided for and placed under control of the Division Commander.

3. At present, liaison aviation operating with a Division is assigned to two different organizations: (1) To Organic Air Observation for Field Artillery, and (2) To Flight "C" of AAF Observation Squadron.

Availability of the latter depends on the presence of an AAF Observation Squadron in support of the Division. Owing to the higher priority demand for high performance aircraft, pilot and maintenance personnel, it is doubted that the AAF program will ever permit enough Observation Squadrons to assure one in support of each Division and higher unit. There is no shortage of liaison aircraft, however, and the procurement and training of the necessary liaison pilot-mechanic personnel can be readily accomplished. It is therefore proposed that the limitation in number of Observation Squadrons not be allowed to limit the availability of liaison aviation to ground units, but that requirements for liaison aviation should be considered independently.

4. The consolidation of all liaison aviation operating with a Division and assignment to Division Headquarters would reduce administrative overhead, centralize control, increase flexibility and will simplify supply and maintenance. It is proposed to effect this consolidation by forming AAF Liaison Flights (proposed T/O attached, Tab "A") and assigning them to Divisions and similar units wherein they occupy status similar to that occupied by Signal, Medical and Quartermaster Corps Units.

- 1 -

## Memorandum for the Chief of Staff (Continued)

5. Placing responsibility for flying and technical training of liaison aviation personnel, and technical supply of liaison aviation units, on the Commanding General, Army Air Forces, would eliminate duplicate overhead for administration; would eliminate competition for strategic materials and personnel; would standardize equipment; and would exploit and utilize the years of experience of the AAF and its establishments for training flying personnel and development of equipment.

6. Liaison aircraft, existing and contracted for, and liaison pilots, existing and to be trained under present directions are sufficient to man and equip enough AAF liaison flights to meet the AGF program.

7. The proposed plan for the consolidation of all liaison flights will not increase the present authorization for personnel or equipment but will vastly increase the potentialities of this aviation and will give it a more equitable distribution. In addition to the present functions, liaison flights will be capable of photographic work for terrain studies, testing camouflage, etc.

8. Existing and presently authorized personnel and equipment for organic Field Artillery Liaison aviation and Flights "C" of CAs Sqds can be absorbed into AAF Liaison Flights, except for such personnel as CO, AGF, may prefer to return to non-flying duties with AGF units.

## II. Action Recommended.

The Secretary of War directs that:

1. The present organization of Liaison aviation in AAF Observation Squadrons and Field Artillery units be discontinued.

2. AAF Liaison Flights be authorized, and constituted and activated in accordance with T/O attached as Tab "A".

3. Personnel and equipment, existing and authorized for Field Artillery Liaison aviation units, be transferred to the Army Air Forces, except for such personnel as the Commanding General, Army Ground Forces, may desire to retain for non-flying duties with ground units.

4. AAF Liaison Flights be assigned: One per Army, one per type Corps, one per type Division.

5. The Commanding General, Army Air Forces, be made responsible for all flying training and technical training, for establishing technical standards and for developing and procuring all technical equipment pertaining to AAF Liaison Flights.

COPY

- 2 -



Memorandum for The Chief of Staff (Continued)

6. The Commanding General, Army Ground Forces, be made responsible for the tactical training and operations of all AAF Liaison Flights assigned to ground units.

For the Commanding General, Army Air Forces.

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

1 Incl  
Tab "A"

- 3 -

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EO 13526

1 Jan 4 2025 11:14

By Alan/ /DE /101 Date

January 29, 1944

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Liaison Aircraft in the Army Ground Forces

I. Discussion

1. Inasmuch as the production and employment of liaison aircraft represents an important demand on the fabricating facilities, skilled manpower in the Army and in the factories, and gasoline resources of the country, there is reason to insist on greater efficiency and economy in the operation of these aircraft at this time.

2. That the program is large enough to warrant serious consideration is indicated by advice received in this Headquarters that there are 846 "Air OP Sections" authorized for the Army Ground Forces, of which 736 have been activated (490 in U.S., 246 overseas at this time), involving in the units and exclusive of replacements 1700 aircraft, 1700 officer-pilots (excluding observers), and 3400 trained enlisted men. This is in addition to the Fort Sill training establishment with an indicated requirement of 150 liaison aircraft. There are approximately 1500 officer-liaison pilots and 1600 suitable liaison aircraft available within the Army Ground Forces at this time which, offhand, appears to place this specialized activity well ahead of the manning phase of the field artillery as a whole. Additions are scheduled at the rate of 80 pilots and 100 aircraft (L-4's only) per month.

3. A recent paper from the Commanding General, Army Ground Forces, to Assistant Chief of Staff, G-4, computes replacement requirements in aircraft on a 7% monthly basis within the U.S., assuming an over-all plane life of 200 hours, and a monthly flying time of 20 hours per month. This does not conform to experience which indicates a 1.6% monthly attrition, nor does it compare favorably with the utilization of aircraft in the Army Air Forces of upwards of an average of 2000 flying hours per plane-life.

4. Recently there has been a request from the Army Ground Forces for higher performance liaison aircraft organically assigned (which represents a step-up from a 65 h.p. aircraft to 190 h.p. aircraft) and for organically assigned liaison aviation personnel to perform courier missions. This was anticipated by the Air Staff at the very outset of the Field Artillery Liaison Aviation Program. At that time, it was pointed out that Field Artillery aircraft requirements ultimately would call for aircraft which in the theater would of necessity have to pass to the control of the Air Force Commander concerned. Accordingly, a detailed analysis (Tab C)

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questioning the soundness of reserving special liaison aviation for the Field Artillery, was prepared and presented in the form of a memorandum for the Chief of Staff, dated 19 Nov 42. This memorandum did not receive the concurrence of Headquarters, Army Ground Forces, and decision was held in abeyance by the War Department pending further battle experience.

5. Battle experience now indicates that less than 5% of liaison aviation missions being flown in the Theaters are for the purpose of adjustment of artillery fire, and that the other 95% are courier type missions. Under current practices, this results in the wasteful employment of trained artillery-officer personnel. Further, this experience bears out the prediction of the Air Staff and supports its original contention that the liaison pilot should be considered in the same category as the driver of a staff car or truck, and therefore, this rating should be confined to enlisted personnel. It is so confined in the Army Air Forces at this time. AAF Liaison squadrons have been provided to perform all necessary missions requiring the use of liaison type aircraft within the Army, including conveying artillery-officers as observers.

6. The AAF has always contended that adjustment of artillery fire from multi-seater aircraft can be performed better by an observer than by the pilot of the aircraft. The Field Artillery insisted that it was necessary for the pilot of the aircraft to adjust the fire, and on this basis their requirement for training Field Artillery battery officers as liaison pilots was recognized by the War Department. There are now positive indications that the AAF contention was soundly based. The Field Artillery Journal (December, 1943 issue, page 894, paragraph 3) states in effect that it is almost impossible for a pilot to fly a plane in combat and observe for artillery purposes at the same time. Hence, separate officers are to be kept available in addition to the Artillery officer pilots. This statement is substantiated by informal verbal reports of personnel returned from the theaters and General Omar Bradley's directive issued in the Mediterranean Theater on 14 May 1943.

7. The Air Staff believes that all liaison aviation service should be provided by the Commanding General, Army Air Forces. In Theaters, liaison aviation service will be provided by Theater Air Force Commanders to be used for adjustment of artillery fire or for such other purposes as the situation may require. In the CBI Theater, for example, an AAF Liaison Squadron is now performing valuable courier service in connection with road building.

8. Economy in the use of personnel and the elimination of duplication and unnecessary overhead are required. Flexibility to meet the changing requirements of supported units with respect to modifications in aircraft and the training of personnel to operate and maintain such new airplanes and other equipment as well as the provision of a flexible unit is necessary.

9. The advent of requirements for blind and night flying, aerial photography, possible helicopter operation, and field maintenance

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of 190 h.p. engines (vs difficulties with 65 h.p. now) have extended this matter far beyond the original "Aerial OP" concept.

10. Presented in Tab A is summary of pertinent points in favor of the recommendations set forth below transferring the responsibility for the operation of Field Artillery Liaison aircraft to the AAF. Tab B sets forth the currently scattered responsibilities for Field Artillery liaison flying activity within the War Department at this time, including, as it must, inherent danger of omission and duplication.

#### II. Action Recommended

The Secretary of War directs implementation of the following policies:

1. All liaison aviation service be provided by the Commanding General, Army Air Forces. In theaters, liaison aviation service will be provided by Theater Air Force Commanders.

2. That organic air observation for Field Artillery be discontinued; Field Artillery T/O's be amended accordingly; that all personnel now holding rank or grade in organic air observation for field artillery be carried on as excess until absorbed into Field Artillery units except as indicated in paragraph 3 below.

3. That all Air Corps property now in organic air observation for Field Artillery be returned to the Army Air Forces and all personnel assigned be transferred to the Army Air Forces except for such personnel as the Commanding General, Army Ground Forces desires to retain in non-flying duties in the Army Ground Forces.

4. That appropriate adjustments in the Army Troop Basis be made to reflect action directed above.

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

3 Incls:

Tab A  
Tab B  
Tab C

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T A B ▲

Supporting the recommendations contained in basic study.

- A. Efficient utilization of facilities and experience of the AAF in storage, issue, and maintenance of equipment.
- B. Technical training of AAF personnel.
- C. Economy of personnel, effort, and research.
- D. Utilize centralized services such as photo and radio installations.
- E. Interchange of equipment and personnel as needed from wide scope available to AAF to meet changing conditions encountered in particular Theaters of operations.
- F. Avoid potential wastes and expenditures from possible duplication that may embarrass the War Department.
- G. Uniformity of rank and grade and awards for personnel assigned to similar activities within the Army.
- H. Uniform access to manpower for purposes of flight and maintenance instruction.
- I. Conforms with German and British practices wherein the liaison aviation is a part of the GAF and RAF.

## T A B L E

## FIELD ARTILLERY LIAISON ACTIVITY

O.C.&R. (Troop Carrier Branch, Requirements Division) is agency charged with responsibility on liaison aircraft matters in Headquarters, AAF.

The Third Air Force is AAF agency interested primarily in field aspects of problems other than field artillery units themselves.

<u>Activity</u>	<u>Responsibility</u>
<u>Equipment</u>	
Procurement and design	AAF
Maintenance	
1st & 2nd Ech.	AGF
3rd Ech.	AAF
Distribution	ASF
Operation	AGF
<u>Training</u>	
Basic	AAF
Operational	AGF
<u>Organization</u>	AGF
<u>Flying Safety</u>	
Regulations	AGF
Investigation	AGF
Responsibility to Government agencies	AAF
<u>Personnel</u>	
Procurement-	AGF
Rating	AAF
Administration	AGF
<u>Weather Information</u>	AAF
<u>Traffic Control</u>	AAF

COPY

Nov 19, 1942

MEMORANDUM FOR THE CHIEF OF STAFF (Attention G-3 Division)

Subject: Organic Liaison Aviation for Ground Units.

I. Discussion:

1. Maneuver experience has shown that all liaison aviation should be organic in ground units.

2. At present, the requirement for organic liaison aviation in ground units has been recognized only insofar as the requirement of the Field Artillery is concerned. It is proposed that corresponding requirements of Division Headquarters, and arms and services other than the Field Artillery, be also provided for and placed under control of the Division Commander.

3. At present, liaison aviation operating with a Division is assigned to two different organizations: (1) To Organic Air Observation for Field Artillery, and (2) To Flight "C" of AAF Observation Squadron.

Availability of the latter depends on the presence of an AAF Observation Squadron in support of the Division. Owing to the higher priority demand for high performance aircraft, pilot and maintenance personnel, it is doubted that the AAF program will ever permit enough Observation Squadrons to assure one in support of each Division and higher unit. There is no shortage of liaison aircraft, however, and the procurement and training of the necessary liaison pilot-mechanic personnel can be readily accomplished. It is therefore proposed that the limitation in number of Observation Squadrons not be allowed to limit the availability of liaison aviation to ground units, but that requirements for liaison aviation should be considered independently.

4. The consolidation of all liaison aviation operating with a Division and assignment to Division Headquarters would reduce administrative overhead, centralize control, increase flexibility and will simplify supply and maintenance. It is proposed to effect this consolidation by forming AAF Liaison Flights (proposed T/O attached, Tab "A") and assigning them to Divisions and similar units wherein they occupy status similar to that occupied by Signal, Medical and Quartermaster Corps Units.

Memorandum for the Chief of Staff (Continued)

5. Placing responsibility for flying and technical training of liaison aviation personnel, and technical supply of liaison aviation units, on the Commanding General, Army Air Forces, would eliminate duplicate overhead for administration; would eliminate competition for strategic materials and personnel; would standardize equipment; and would exploit and utilize the years of experience of the AAF and its establishments for training flying personnel and development of equipment.

6. Liaison aircraft, existing and contracted for, and liaison pilots, existing and to be trained under present directions are sufficient to man and equip enough AAF liaison flights to meet the AGF program.

7. The proposed plan for the consolidation of all liaison flights will not increase the present authorization for personnel or equipment but will vastly increase the potentialities of this aviation and will give it a more equitable distribution. In addition to the present functions, liaison flights will be capable of photographic work for terrain studies, testing camouflage, etc.

8. Existing and presently authorized personnel and equipment for organic Field Artillery Liaison aviation and Flights "C" of CBe Sqs can be absorbed into AAF Liaison Flights, except for such personnel as CG, AGF, may prefer to return to non-flying duties with AGF units.

II. Action Recommended.

The Secretary of War directs that:

1. The present organization of Liaison aviation in AAF Observation Squadrons and Field Artillery units be discontinued.
2. AAF Liaison Flights be authorized, and constituted and activated in accordance with T/O attached as Tab "A".
3. Personnel and equipment, existing and authorized for Field Artillery Liaison aviation units, be transferred to the Army Air Forces, except for such personnel as the Commanding General, Army Ground Forces, may desire to retain for non-flying duties with ground units.
4. AAF Liaison Flights be assigned: One per Army, one per type Corps, one per type Division.
5. The Commanding General, Army Air Forces, be made responsible for all flying training and technical training, for establishing technical standards and for developing and procuring all technical equipment pertaining to AAF Liaison Flights.



Memorandum for The Chief of Staff (Continued)

6. The Commanding General, Army Ground Forces, be made responsible for the tactical training and operations of all AAF Liaison Flights assigned to ground units.

For the Commanding General, Army Air Forces.

1 Incl  
Tab "A"

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



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Copy Carrier Branch  
Col Barnett/ejf #662  
w/ 8 Jan 1944

8 Jan. 4. 30. 1944  
by *AG* / *LC* Date *10/7/76*

1st Ind AFREY  
Headquarters Army Air Forces, Washington 25, D. C. JAN 8 1944

TO: Commanding General, Army Ground Forces, Army War College  
Washington, D. C.

1. Forwarded for your information.

2. All Theatre Commanders have been informed of the approved tactical employment of Army Air Forces Liaison Squadrons as stated in paragraph 2, Enclosure 2, to basic communication. Inquiry is being made of all Theatre Commanders as to their requirements for Liaison Squadrons in 1944. The Army Air Forces will take necessary action to meet these requirements.

For the Commanding General, Army Air Forces:

3 Encls: a/c

*10/*  
JAN 8 1944  
HOYT S. VANDENBERG  
Brig. General, U. S. Army,  
Deputy Chief of Air Staff.

FOR: SECRETARY OF THE AIR STAFF

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WAR DEPARTMENT  
WAR DEPARTMENT GENERAL STAFF  
Organization and Training Division G-3  
WASHINGTON

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DDO lrs.  
8 Jan. 26 June 1974  
By 000/1 J.C. Date 10/7/76  
DE

WDGCT 360 (5 Sep 1943)

MEMORANDUM FOR THE COMMANDING GENERALS, ARMY AIR FORCES,  
ARMY GROUND FORCES:

Subject: Liaison Aviation for Army Ground Force Use.

1. Reference is made to memoranda on the above subject from the Army Air Forces dated 5 September and from the Army Ground Forces dated 6 October 1943.
2. Liaison aviation organic in field artillery units is intended to meet the requirements of the Division for liaison service. When several artillery units are with a Corps, the Corps Headquarters requirements for liaison service normally can be met in the same manner. Priority for the performance of these missions is established by the Corps or Division Commander as indicated in War Department memorandum dated 28 June 1943, copy of which is attached as Inclosure No. 1. It is expected that the performance of the required tactical missions for field artillery units generally will be placed in first priority.
3. Combat experience has shown a requirement for additional liaison aviation to perform general liaison missions, messenger and courier service as stated in War Department memoranda to the Adjutant General dated 18 December 1943, copies of which are attached as Inclosures Nos. 2 and 3. In order to avoid the removal of liaison aircraft from Corps and Division artillery units to provide this service, Army Air Force liaison squadrons (which have been organized, trained and equipped to provide such service) will be utilized.
4. In addition to the previously defined responsibilities with respect to organic air observation for field artillery, the Commanding General, Army Air Forces is responsible for providing the liaison service indicated in the preceding paragraph.

By order of the Secretary of War:

L. S. PARTRIDGE,  
Colonel, General Staff,  
Acting Assistant Chief of Staff, G-3.

Inclosures.  
Incls. Nos. 1, 2 and 3.

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WDGCT 320.2 Genl (11-16-42)

COPY

28 June 1943

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY GROUND FORCES:

Subject: Organic Liaison Aviation for Ground Force Units.

1. Your recommendation to expand currently authorized liaison aviation to include tank destroyer and mechanized cavalry units, and to increase that now included in divisions, is not favorably considered. On the other hand, no change in existing allotments or assignments is contemplated.

2. Organic liaison aviation as now authorized for field artillery units should not be restricted to the performance of a single type of mission, such as spotting artillery fires. This aviation must be prepared to perform those liaison missions considered most important at any given time, by the division or corps commander. Combat experience to date indicated that artillery spotting will require only a small percentage of the operational flying hours of these airplanes. Reports indicate that in one theater, the artillery spotting required less than three percent of the operational flying hours of aircraft in organic Air Observation for Field Artillery.

By order of the Secretary of War:

RAY E. PORTER,  
Brigadier General,  
Assistant Chief of Staff, G-3

S.N. 8866

JTB-3799

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DDO 102

by *Alex / J.C. Dow* 10/17/76  
DE

WDGCT 452.1 (24 Aug 43)

18 December 1943.

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Messenger Aircraft.

It is desired:

I. That the following letter be dispatched to the Commanding General, North African Theater of Operations:

1. Reference is made to recommendations from the Seventh Army which were approved and forwarded by your headquarters, to the effect that Airplane Messenger Companies be formed to contain three platoons of six liaison airplanes each. As indicated in War Department cables dated 6 and 12 December 1943, Army Air Force liaison squadrons are now available to perform general liaison missions and provide messenger and courier service.

2. Since units have already been specially organized, trained and equipped for the performance of these missions, the formation of Airplane Messenger Companies in addition thereto is not favorably considered.

3. The attached letter is being dispatched to the Commanding General of each theater of operations.

II. That information copies be sent to the Communications Coordination Committee and to the Chief Signal Officer through the Commanding General, Army Service Forces.

By order of the Secretary of War:

RAY E. PORTER,  
Major General,  
Assistant Chief of Staff, G-3

Enclosures.  
OVD HF to G-3 19 Nov 43 w/inal  
as listed.

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DDO #12  
EX-100 & 20 JUNE 1964  
BY: [Signature] JAC Date 10/7/76  
132

WRIGHT 452-1 (24 Aug 43), Memorandum for the Adjutant General, 18 Dec 1943,  
Subject: Messenger Aircraft.

**Memorandum for record.**

Seventh Army in memo forwarded by 1st Inf from MATOWNA recommended formation of an Airplane Messenger Company for each Army, Airplanes to be C-47 type; personnel to be Signal Corps; and organization to be 3 platoons of 6 liaison airplanes each.

ASG forwarded recommendations to GSO who referred the matter to the Communications Coordination Committee, which recommended that messenger aircraft be provided.

GSO approved and forwarded to TAG, GFD and G-3.

With concurrence of GFD (Colo Sweeney and Lee) TAG being directed by G-3 to inform each theater of operations that AAF liaison squadrons have been specially organized, trained and equipped to provide the required services.

TAG also directed to reply direct to MATOWNA.

Part of the action required by this correspondence has been taken by cables to and from MATOWNA and CG of that theater informed that the AAF liaison sq being furnished him will be in addition to the maintenance at full authorized airplane strength of all PA units in his theater.

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WDGCT 452.1 (18 Dec 43)

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E.O. 11652  
8 Dec. 26 26 Jan. 1974  
By: *CO* / *J.C. Case* 12/76  
*BE*

INITIATED IN DIVISION  
JBB-3769

18 December 1943.

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Liaison Aviation for Messenger or Courier Service.

It is desired:

I. That the following letter be dispatched to the Commanding General of each theater of operations:

1. The Commanding General of an overseas theater has recommended the formation of an Airplane Messenger Company to perform the general liaison missions, messenger and courier service required by each Army. The proposed Airplane Messenger Company contains three platoons of six liaison airplanes each for a total of eighteen liaison airplanes to a company.

2. The need for aircraft to perform general liaison missions and to provide messenger and courier service between the Army and its subordinate units and probably to higher headquarters has been foreseen. Units are now available which have been specially organized, trained and equipped to provide this service. These units are Army Air Force liaison squadrons containing thirty-two L-5 liaison type airplanes divided into four flights of eight liaison airplanes each as indicated in T/O & E No. 1-977 dated 12 October 1943. Each theater can be supplied these units in the ratio of approximately one squadron per Army and one squadron for the theater headquarters where such requirements exist.

3. It is considered preferable to employ Army Air Force liaison squadrons to perform general liaison missions and provide messenger and courier service between the units referred to in the preceding paragraphs rather than removing liaison aircraft from field artillery units which are required for the performance of tactical missions for the field artillery.

II. That an information copy of this letter be forwarded to the Commanding Generals of the three principal commands and to each Division of the War Department General Staff.

By order of the Secretary of War:

RAY E. PORTER,  
Major General,  
Assistant Chief of Staff, G-3

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EO 13526

18 Dec 1943

by *[Signature]* / CG Date 10/2/76  
DE

WDGCT 453.1 (18 Dec 43), Memorandum for the Adjutant General, 18 Dec 1943  
Subject: Liaison Aviation for Messenger or Courier Service

Memorandum for record.

CG, Seventh Army recommended formation of Airplane Messenger Companies (of 3 platoons, each platoon containing 6 liaison type airplanes) to perform general liaison missions and provide messenger and courier service. Recommendation approved by NATO

AAF liaison sqs containing 32 L-5 type liaison airplanes (divided into 4 flights of 8 airplanes each) have been specially organized, trained and equipped to provide this type service. Since NATO was unaware of the availability of these units each theater commander is being informed. GPD (Cols Sweeney and Lee) concur.

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DD FORM 1

8 JAN 6 20 JUN 1972  
 by *Alvin J. ...* / 170

27 January 1944

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

Subject: Spinning Tendencies of the P-39 Aircraft.

In accordance with verbal request from your office for information on the spinning characteristics of P-39 type aircraft now used in the training establishments of the Third and Fourth Air Forces, the following report is submitted:

1. The problem of spinning tendencies in P-39 type aircraft and the resulting training problem is not new. This trait in P-39 type aircraft appears to be an inherent characteristic of the design and very little can be done to correct this trait without major modification of the aircraft. With the present design the only way to lessen spinning tendencies would be to decrease the wing loading of the airplane by reducing the weight. To do this, it is necessary to take the weight out of the forward part of the airplane which results in an even more undesirable situation in that the center of gravity is moved to the rear causing a very unstable condition in the airplane. Under these conditions a flat spin will result from which the plane will not recover. This shifting of center of gravity will also place excessive strains and stresses on the tail surfaces during any abrupt maneuver.

2. At the Fighter Conference held at Eglin Field from the 15th to the 27th of May 1943, it was determined that the center of gravity location on the P-39W and the P-39Q was poorly located. On 29 May 1943 Requirements Division requested by RAR that the Assistant Chief of Air Staff, Material, Maintenance and Distribution, Material Division take immediate action to investigate the c.g. location on above mentioned airplanes. It was also requested that if ammunition or equivalent weight in links and empty cases were required for proper c.g. location, appropriate instruction be issued, preferably in the form of immediate action technical radiogram. A number of Technical Orders have been issued on subject airplanes until the situation is confusing to the operating personnel even though some phases of the status of the airplanes are not definitely covered. The Aircraft Laboratory, therefore, agrees that new Technical Orders should be issued, clarifying all phases of the status of the airplanes during compliance with the various Technical Orders.

3. In a conference held by the Aircraft Laboratory, Wright Field, Dayton, Ohio, on 20 January 1944, the revision of Technical Orders was discussed and clarification of these Technical Orders was agreed upon.

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4. From 14 July to 5 August 1943, the Army Air Forces and the Flight Research Department of Bell Aircraft Corporation conducted a series of exhaustive tests in connection with reported unstable characteristics of the P-39. Army Air Force pilots from the III Fighter Command, Third and Fourth Air Forces participated in these tests. Eighty-six separate tests were made to reproduce the so-called "tumbling" characteristics, of which 26 were photographically recorded from an airplane. These tests were conducted with current types of P-39's. The first had a gross weight of approximately 7200 pounds with c.g. positions from 28 to 31 percent of the M.A.C. This corresponded to a range of loadings varying from full ammunition, normal oil, (normal combat configuration) to the configuration in which all ammunition was missing and an overload supply of oil in the rear oil tank was carried. The other airplane was ballasted to a gross weight of 7600 pounds with the c.g. of 30 percent of M.A.C. corresponding to the condition of ammunition expended by empty cartridges retained, and with overload oil.

5. The airplanes were equipped with anti-spin parachutes of dimensions previously used successfully on all prior P-39 spin tests. In a determined effort to duplicate the reported maneuver, the pilots of both the Army and Bell Aircraft subjected the two P-39 airplanes to stress and strains of a severity never before undertaken in connection with the normal Air Forces spin test requirements. In the course of the 86 tests, more than 1,000 turns of spins were made, including inverted spins and spins from unusual altitudes with full military power applied. In no case did either of the airplanes do one complete "tumble" although their spins and snap rolls were done so rapidly that at first glance the maneuver could be misinterpreted as an end-over-and motion. In most cases, recovery from the spin was entirely normal when proper spin technique was employed.

6. From a training viewpoint, it is believed that all pilots familiar with the P-39 type aircraft will agree that this aircraft is not desirable for training. However, due to the acute shortage of the P-38, P-51 and P-40 types, it is necessary to utilize the P-39 for training. It is noted that training requirements are only 70 percent met by Fighter aircraft of all types. It is further noted that 25 percent of the available aircraft are P-39's. If these are taken out of training without replacements, the remainder will be 53 percent of training requirements. This would present an impossible condition and the commitments of our replacement pilots could not be met.

7. It is believed that high fatality rates and the decrease in the quality of the product is a price we will have to continue paying until P-51's and P-38's are available in quantities necessary to fully meet the requirements for training replacement pilots on the type of airplane they will be required to fly in combat.

H. A. Craig  
 Brigadier General, U. S. Army  
 Asst. Chief of Air Staff  
 Operations, Commitments & Requirements

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WAR DEPARTMENT  
Office of the Chief of the Air  
Washington

*file*

Date 31 Jan

MEMORANDUM for:

*for review*  
*in view of few hours*  
*letter, they asked*  
*O.C. & R. that they*  
*were doing about*  
*P. 19 accidents in*  
*training*  
*Report for your info.*

*Noted*  
*Van*

WM. R. BURT,  
1st Lieut., Air Corps,  
Plans Division

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

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DDO #75

8 Jan. & 20 Jan. 1974  
by *Alan J.C. Date 10/2/76*

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON, D. C.

27 January 1944

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

Subject: Spinning Tendencies of the P-39 Aircraft.

In accordance with verbal request from your office for information on the spinning characteristics of P-39 type aircraft now used in the training establishments of the Third and Fourth Air Forces, the following report is submitted:

1. The problem of spinning tendencies in P-39 type aircraft and the resulting training problem is not new. This trait in P-39 type aircraft appears to be an inherent characteristic of the design and very little can be done to correct this trait without major modification of the aircraft. With the present design the only way to lessen spinning tendencies would be to decrease the wing loading of the airplane by reducing the weight. To do this, it is necessary to take the weight out of the forward part of the airplane which results in an even more undesirable situation in that the center of gravity is moved to the rear causing a very unstable condition in the airplane. Under these conditions a flat spin will result from which the plane will not recover. This shifting of center of gravity will also place excessive strains and stresses on the tail surfaces during any abrupt maneuver.

2. At the Fighter Conference held at Eglin Field from the 15th to the 27th of May 1943, it was determined that the center of gravity location on the P-39N and the P-39Q was poorly located. On 29 May 1943 Requirements Division requested by R&R that the Assistant Chief of Air Staff, Materiel, Maintenance and Distribution, Materiel Division take immediate action to investigate the c.g. location on above mentioned airplanes. It was also requested that if ammunition or equivalent weight in links and empty cases were required for proper c.g. location, appropriate instruction be issued, preferably in the form of immediate action technical radiogram. A number of Technical Orders have been issued on subject airplanes until the situation is confusing to the operating personnel even though some phases of the status of the airplane are not definitely covered. The Aircraft Laboratory, therefore, agrees that new Technical Orders should be issued, clarifying all phases of the status of the airplane during compliance with the various Technical Orders.

3. In a conference held by the Aircraft Laboratory, Wright Field, Dayton, Ohio, on 20 January 1944, the revision of Technical Orders was discussed and clarification of these Technical Orders was agreed upon.

*Handwritten:* 45811 (1243)



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4. From 14 July to 5 August 1943, the Army Air Forces and the Flight Research Department of Bell Aircraft Corporation conducted a series of exhaustive tests in connection with reported unstable characteristics of the P-39. Army Air Force pilots from the III Fighter Command, Third and Fourth Air Forces participated in these tests. Eighty-six separate tests were made to reproduce the so-called "tumbling" characteristics, of which 26 were photographically recorded from an airplane. These tests were conducted with current types of P-39's. The first had a gross weight of approximately 7200 pounds with c.g. positions from 28 to 31 percent of the M.A.C. This corresponded to a range of loadings varying from full ammunition, normal oil, (normal combat configuration) to the configuration in which all ammunition was missing and an overload supply of oil in the rear oil tank was carried. The other airplane was ballasted to a gross weight of 7600 pounds with the c.g. of 30 percent of M.A.C. corresponding to the condition of ammunition expended by empty cartridges retained, and with overload oil.

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*2/3/44*

*H. Craig*

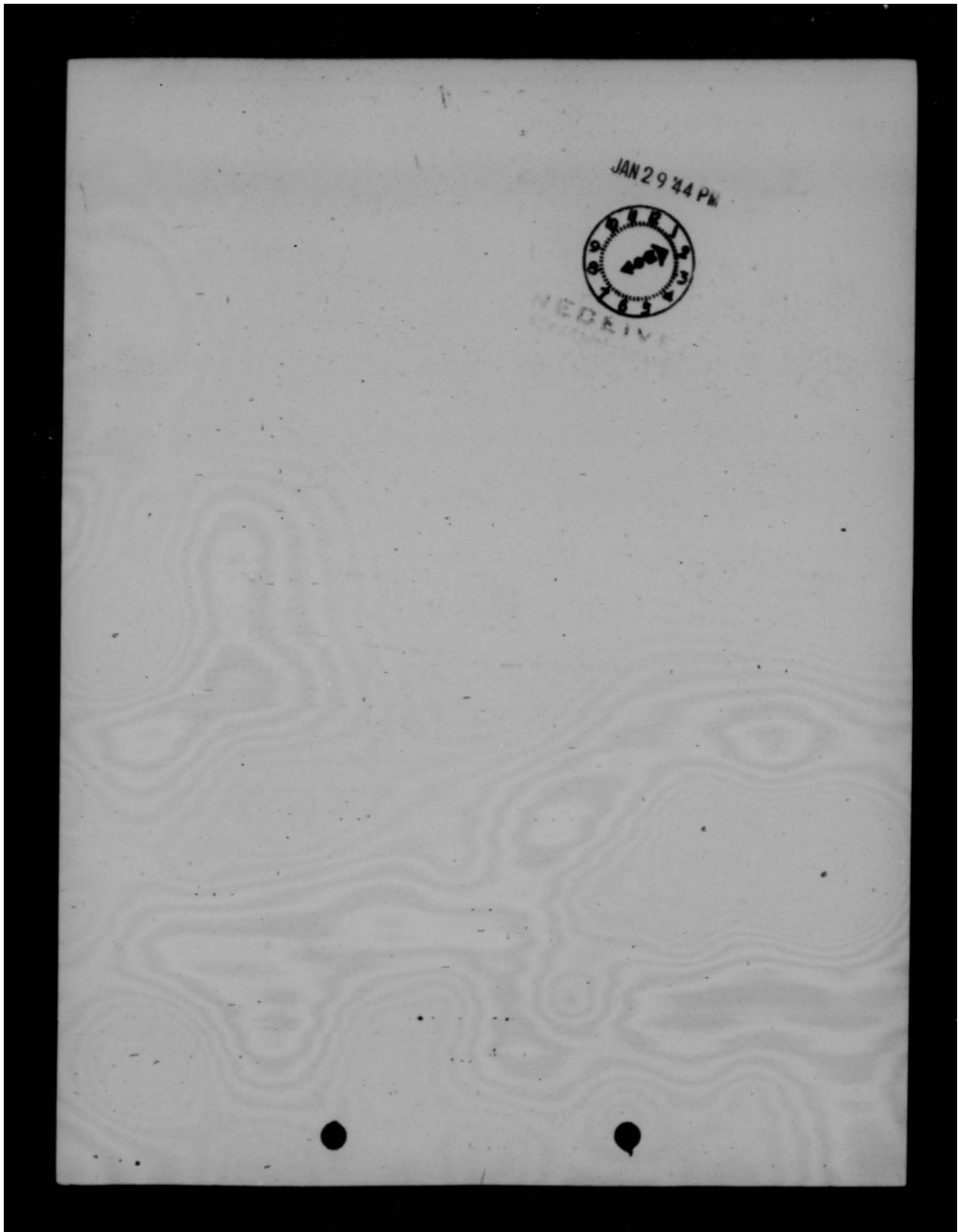
H. A. Craig  
Brigadier General, U. S. Army  
Asst. Chief of Air Staff  
Operations, Commitments & Requirements

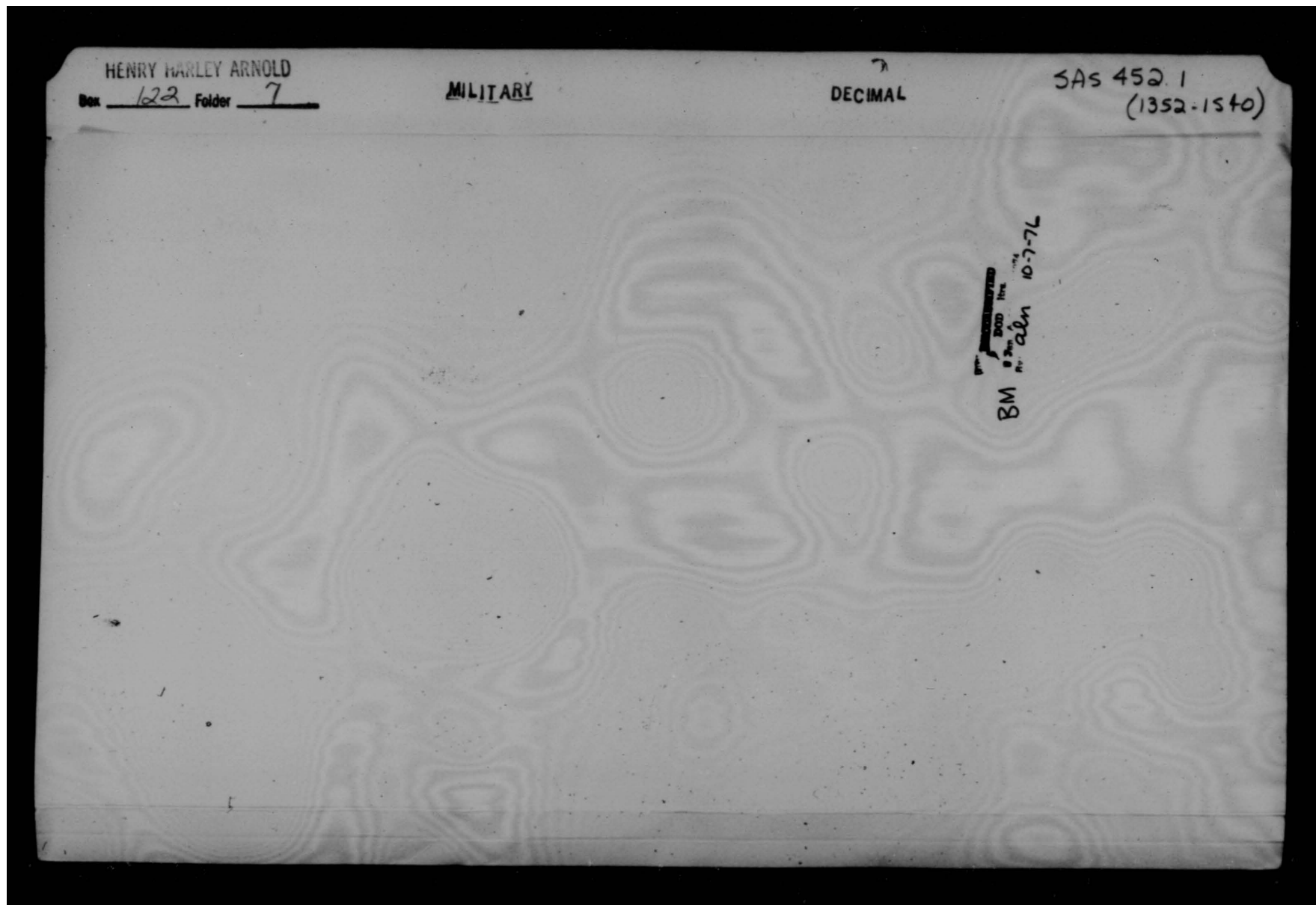
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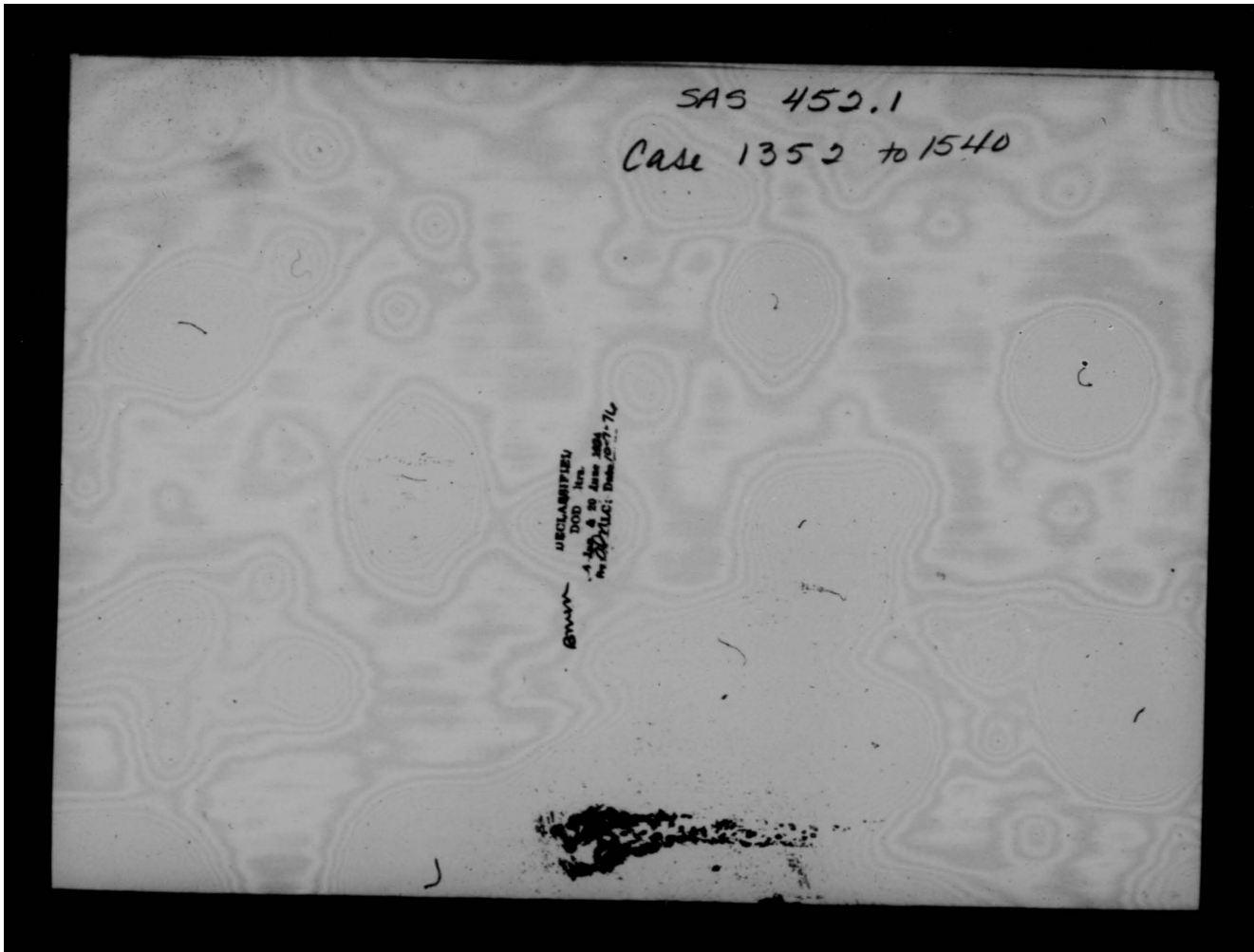
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for 207116; Date 08/20/09

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EO 13526

8 Jan. 6, 2013

By: [Signature] Date: 12/2/76

P-47 Production

Chief of Air Staff

AG/AS, Operations, Commitments and Requirements

Maj Faulkner:mf/4800 <sup>1</sup>

1. Reference your verbal inquiry concerning the desirability of maintaining P-47 production at Evansville the following information is submitted:

a. Whereas it was at one time planned to reduce P-47 production at Evansville early in 1945 this facility is now scheduled to produce 250 P-47D's per month through April 1945, 175 in May 1945, and close up with 75 in June 1945. This schedule assumes a continuing war with Germany.

b. The XL-5 schedule, based on the assumption of German defeat by 1 November 1944 would close the Evansville facility by January 1945, but this schedule does not become operative until Germany capitulates.

2. No reduction is contemplated in the production of any of our standard fighter models before May 1945, so as to overcome existing shortages and to permit the write off of obsolescent and outworn aircraft. The total of such write-offs planned for the eight month period, September 1944 to April 1945, is 3276 airplanes. Procurement requirements as stated to the Air-raft Requirements Board have made provision for these retirements.

3. Inasmuch as no reduction in standard fighter production is contemplated in the near future (unless Germany capitulates) and since the requirements which the scheduled production is set up to meet contain a cushion of over 3,000 airplanes which could if necessary be diverted to furnish attrition flow to the theaters rather than to retire obsolete models, it is believed that no action is needed at this time to adjust fighter production. This situation is under constant study and if at a later date action is indicated recommendations will be submitted for your consideration.

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Planning Factors for Airplane Allocations

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DOO 17a  
8 Jan & 29 June 1974  
By AC/AS Date 10/17/76  
DE

Planning Factors for Airplane Allocations

DECLASSIFIED  
DOO 17a  
8 Jan & 29 June 1974  
By AC/AS Date 10/17/76  
DE

General Horstad

17 October 44

General Smith

1

For your coordination and/or comment in view of paragraph 2 of TAB B.

1 Incl.  
Memo from OGR 10-15-44  
w/ 2 Attach

P. H. SMITH, JR.,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

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15-320

45-2,1  
1530

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TO: AC/AS, Operations, Commitments & Requirements DATE 20 October 1944  
FROM: Chief of the Air Staff COMMENT NO. 3

Recommendation contained in the basic memorandum is concurred in by this office., however, your attention is called to Comment No. 2, paragraph 2.

Incl. 438/10200  
n/s 22 71944

F. H. SMITH, JR.,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

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45-2,1 (1538)

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By: [unclear] Date: 10/17/76  
AFRDB Maj Puckett/vcJ/72936  
Rwrt: RE/reh/5132

Lt. General George C. Kenney  
A.P.O. No. 508 925  
c/o Postmaster  
San Francisco, California

29 OCT 1944

Dear George:

Here's a condensation of an A-26 combat suitability report, as submitted by the Ninth Air Force. As you no doubt know, Colonel John Kelly took a detachment of eighteen A-26s over to the United Kingdom and ran eight combat missions with these airplanes and crews before this report was written. Due to the situation at that time, there were no suitable targets, nor did the opportunity arise to use this airplane on low altitude bombing and strafing attacks. A later combat suitability report, which will be coming through soon, will cover this phase of the A-26's capabilities.

You will note that reference is made, in this digest of the report, to a list of modifications which the people over there requested. I think you should know that most of these items were merely U.R.s which can be corrected by Technical Order instructions. Other larger items had already come to our attention previously, and we are getting these changes made right now. All their suggestions, which go to improve the efficiency of the A-26 for all theatres, are being run into production airplanes as fast as possible. Let me mention here that one of these items is the new production canopy which vastly improves the problem of pilot visibility, which you had also reported to be the greatest disadvantage of this airplane.

452.1  
1537

I trust you will find this report of interest.

Best regards,

S/ Barney

Incl.  
Memo fr C/AS  
subj "Brief of a Report  
on A-26 Combat Suitability  
Mission in KTO"

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

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Copy for Secretary, Air Staff  
502  
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SECRET  
DECLASSIFIED  
By: [unclear] Date: 10/17/76  
AFRDB Maj Puckett/vcJ/72936  
Rwrt: RE/reh/5132

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Incl.  
Memo fr C/AS  
subj "Brief of a Report  
on A-26 Combat Suitability  
Mission in KTO"

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

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Copy for Office of Signature  
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By Alley / 10 Dec 1976  
*File as 11/14/45*

12 October 1944

MEMORANDUM FOR CHIEF OF AIR STAFF:

Subject: Reduced B-29 Tactical Availability Estimates

1. The estimate of B-29 tactical availability released by AC/AS, MAS, on 7 October shows the following cumulative shortages over the preceding month's estimate:

October - 27 short	March - 181 short
November - 47 short	April - 231 short
December - 70 short	May - 287 short
January - 101 short	June - 347 short
February - 137 short	July - 405 short

2. Notwithstanding the reduced tactical availability of B-29's, the XI Bomber Command and the 75rd Wing of the XII Bomber Command will be brought to and maintained at full strength, including reserve.

3. The above shortages will affect other planned allocations, however, as follows:

a. The 513th, 514th, 515th, and 516th Wings will move with UE only, rather than with UE plus reserve. In terms of groups, this will mean:

<u>UE Arrival in Theater</u>	<u>Reserve Arrival in Theater</u>
2 groups - 15 December	1-15 May
2 groups - 15 January	1-15 June
2 groups - 15 February	1-15 July
2 groups - 15 March	1-15 July
2 groups - 15 April	1-15 August
2 groups - 15 May	1-15 August
2 groups - 15 June	1-15 August
2 groups - 15 July	1-15 August

b. Training will get thirty-four (34) less B-29's from November allocations than originally planned. This will be made up by the allocation of seven (7) more B-29's than originally planned in December and twenty-seven (27) more than originally planned in January. Training's shortage of B-29's, as compared to their estimated requirements, will be:

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November - 158 short of requirements  
December - 113 " " "  
January - 61 " " "

c. The full implications with respect to the conversion program from HB to VHB have not yet been determined. Conversion will be delayed, however, by at least two (2) months.

d. APTAS, which now has one (1) B-29, was to have been given nine (9) more to form a squadron. They will get one (1) more from October allocations and one (1) more from March.

WILLIAM F. McKEE  
Colonel, G.S.C.  
Acting, Asst. Chief of Air Staff  
Operations, Commitments and Requirements

~~SECRET~~

ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON 25, D. C.

~~SECRET~~  
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DDO 125



ATTENTION:

*[Handwritten signature]*

HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON

12 October 1944

MEMORANDUM FOR CHIEF OF AIR STAFF:

Subject: Reduced B-29 Tactical Availability Estimates

1. The estimate of B-29 tactical availability released by AC/AS, M&S, on 7 October shows the following cumulative shortages over the preceding month's estimate:

October - 27 short	March - 181 short
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December - 70 short	May - 287 short
January - 101 short	June - 347 short
February - 137 short	July - 405 short

2. Notwithstanding the reduced tactical availability of B-29's, the XII Bomber Command and the 73rd Wing of the XII Bomber Command will be brought to and maintained at full strength, including reserve.

3. The above shortages will affect other planned allocations, however, as follows:

a. The 515th, 514th, 516th, and 510th Wings will move with UE only, rather than with UE plus reserve. In terms of groups, this will mean:

UE Arrival in Theater

- 2 groups - 15 December
- 2 groups - 15 January
- 2 groups - 15 February
- 2 groups - 15 March
- 2 groups - 15 April
- 2 groups - 15 May
- 2 groups - 15 June
- 2 groups - 15 July

Reserve Arrival in Theater

- 1-15 May
- 1-15 June
- 1-15 July
- 1-15 July
- 1-15 August
- 1-15 August
- 1-15 August
- 1-15 August

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December	-	115	"	"	"
January	-	61	"	"	"

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*William F. Miller*

William F. Miller  
Colonel, G.S.C.  
Acting, Asst. Chief of Air Staff  
Operations, Commitments and Requirements

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**PAN AMERICAN AIRWAYS SYSTEM**

BOWEN BUILDING, 815 FIFTEENTH STREET, N.W., WASHINGTON 5, D. C.

OFFICE OF  
ASSISTANT VICE-PRESIDENT

*Handwritten initials and scribbles, including 'F&S' and 'AA'.*

October 25, 1944

Brigadier General Frederic H. Smith, Jr.  
Deputy Chief of Air Staff  
Headquarters of the Army Air Forces  
War Department  
Washington, D. C.

My dear General Smith:

In Mr. Cooper's absence I am replying to your letter of October 24, 1944 in which you suggest that we submit our requirements for aircraft to Mr. J. A. Garfield, Reconstruction Finance Corporation.

On September 14, 1944 we submitted such a letter to Lieutenant Colonel William Harding, Director, Aviation Division, Surplus War Property Administration, enclosing copy of our letter to the Chairman of the Civil Aeronautics Board on the same subject. This, we understand, was turned over to Mr. Garfield.

We would appreciate any help that you may be able to give at the earliest possible moment in assisting us to obtain these aircraft which are so critically needed by us at the present time.

Very truly yours,

*Handwritten signature of A. M. Archibald*

A. M. Archibald  
Assistant Vice President

AMA:bj

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AFAMP-40  
HVM/1a/71127  
wta 23 Oct 44

24 OCT 1944

Mr. John G. Cooper  
Vice President and Assistant to the President  
Pan American Airways System  
Bowen Building  
Washington, D. C.

Dear Mr. Cooper:

This is in answer to your letter of 3 October 1944, addressed to General Miles.

It is well appreciated by the Army Air Forces that your Company as well as other airline companies, does not have as much equipment as is considered desirable. At the present time no case is being processed for airplanes for Pan American through the Munitions Assignments Committee (Air). In view of this, and in order to adhere to present procedures, I suggest that you submit your requirements to Mr. J. A. Garfield, Reconstruction Finance Corporation, Surplus War Property Division, Defense Plant Corporation, 1425 K Street, N. W., Washington, D. C.

Very sincerely,

Signed

FREDERIC H. SMITH, JR.  
Lieutenant General, U. S. Army,  
Deputy Chief of Air Staff

24 OCT 1944

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Copy to Staff Air Staff

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PAN AMERICAN AIRWAYS SYSTEM  
General Offices, Chrysler Building, 135 East 42nd Street, New York, N. Y.

Office of  
John C. Cooper, Vice-President

Washington, D. C.  
October 3, 1944

My dear General Giles:

It was very kind of you to let me take some of your valuable time this afternoon to discuss our urgent need for equipment for our Caribbean services.

As I told you, we had previously furnished the full details of our problem to Assistant Secretary Burden of the Department of Commerce and Mr. Fague, Chairman of the Civil Aeronautics Board. It is my understanding that the technical data has been furnished to your office.

Anything that you can do to assist the situation will be most deeply appreciated. If you need additional data or other information please let me know.

Your secretary can reach me by telephone through our Washington office at any time.

Respectfully,

s/ John C. Cooper  
John C. Cooper  
Vice President and  
Assistant to the President

Lt. General Barney M. Giles  
Chief of the Air Staff  
Army Air Forces  
Washington, D. C.

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DOD 575  
8 Jan. & 10 June 1974  
by 1017/UC, Date 10/17/76  
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ARMY AIR FORCES  
HEAD-QUARTERS, AIR TRANSPORT COMMAND  
WASHINGTON 25, D.C.

By Authority of  
The Commanding General  
Air Transport Command  
10/3/44 — PL  
.....  
Date Initials Division

AFATG/PL/WHI/ah  
7 October 1944

SUBJECT: Pan American Operation for ATC in the Caribbean.

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

Attention: Lt. Col. M. V. Bastin  
Office of AG/AS, Plans  
Room 4E152, Pentagon

1. In accordance with telephone request, the following are the number and type of aircraft and routes operated by Pan American Airways, Inc. and Pan American Grace Airways, Inc. under contract to the Air Transport Command in the Caribbean area:

Contractor	Aircraft		Route Operated
	Type	Number	
Pan American Airways, Inc.	C-54	27	Miami-Bermuda-Asencos-Casablanca
Pan American Grace Airways, Inc.	C-46	2	Miami-Jamaica/Bahia

2. It is not contemplated to change either the number of aircraft or the routes operated in the near future.

For the Commanding General:

s/ Samuel E. Gates  
SAMUEL E. GATES  
Lt. Colonel, U.S.C.  
Assistant Chief of Staff  
Plans

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NVR/lg/71127  
wta 23 Oct 44

24 OCT 1944

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Vice President and Assistant to the President  
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Bowen Building  
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Very sincerely,

Signed

FREDERIC H. SMITH, JR.  
Brigadier General, U. S. Army,  
Deputy Chief of Air Staff

24 OCT 1944  
AAG

*Cy to office of signature*

SAS 452.1 (1534)

PAN AMERICAN AIRWAYS SYSTEM  
General Offices, Chrysler Building, 135 East 42nd Street, New York, N. Y.

Office of  
John C. Cooper, Vice-President

Washington, D. C.

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s/ John C. Cooper  
John C. Cooper  
Vice President and  
Assistant to the President

Lt. General Barney H. Giles  
Chief of the Air Staff  
Army Air Forces  
Washington, D. C.

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8 Jan & 30 June 1974  
By ALB/1c Date 10/17/76  
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ARMY AIR FORCES  
HEADQUARTERS, AIR TRANSPORT COMMAND  
WASHINGTON 25, D.C.

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Property of  
The Commanding General  
Air Transport Command  
10/8/44 PL  
Date Initials Division

AFATG/PL/WHT/mh  
7 October 1944

SUBJECT: Pan American Operation for ATC in the Caribbean.

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

Attention: Lt. Col. H. V. Bastin  
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	Type	Number	
Pan American Airways, Inc.	C-54	27	Miami-Bermuda-Azores-Casablanca
Pan American Grace Airways, Inc.	C-46	2	Miami-Jamaica/Balboa

2. It is not contemplated to change either the number of aircraft or the routes operated in the near future.

For the Commanding General:

s/ Samuel E. Gates  
SAMUEL E. GATES  
Lt. Colonel, G.S.C.  
Assistant Chief of Staff  
Plans

COPY

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DECLASSIFIED  
DDO 1075  
8 Jan & 30 June 1974  
By ALB/1c Date 10/17/76  
DE

Draft of Letter to Mr. Cooper

Deputy Chief of Air Staff

AGAS, Plans, Logistical Plans Division

Enclosed is draft of letter prepared for signature.

29 Oct 44

HVB/lg/71127 1

3 Incls  
Drft of letter to  
Mr. Cooper

Ltr frn Mr. Cooper,  
Pan Am. Airways, dtd  
3 Oct 44, to Gen. Giles (cy)  
Ltr frn Lt. Col. S. E. Gates, ATC,  
dtd 7 Oct 44, to CG AAF,  
Attn: Lt. Col. H. V. Bastin,  
AGAS, Plans (cy)

G. C. JAMISON  
Brig. General, U. S. A.  
Chief, Logistical Plans Division

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EOD 000  
1 Jan 8 20 Jan 1974  
By AB/... Date 10/17/76

AFVMA-27

26 OCT 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF.

SUBJECT: Optimum Radar Installation for the B-29.

1. Action taken by this office, as a result of your memorandum of 7 October 1944 (copy attached), is indicated by the attached copy of a directive to the Air Technical Service Command, subject, "Optimum Radar Installation for the B-29," dated 14 October 1944.

2. This office will arrange for the appointment of a Work-up Committee; and will keep the Air Communications Officer informed of the status of this project at all times.

(Signed) O. P. Echols

O. P. ECHOLS  
Major General, U.S.A.  
Asst. Chief of Air Staff,  
Material and Services

2 Incls.

1- Cy of memo dtd 7 Oct 44.

2- Cy of ltr to ATSC dtd 14 Oct 44.

45-2.1

(1533)  
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File  
11/1/44

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DECLASSIFIED

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DDO 815  
8 Jan & 20 June 1974  
By *ALM/SC* Date 12/12/76

7 Oct 1944

MEMORANDUM FOR: General Echols  
General Craig  
General McClelland

1. General Arnold has directed the initiation of a project for the design of an optimum radar installation for the B-29 on the assumption that it will be our principal bombardment aircraft for a considerable period after the war. He desires that this project be undertaken with a view to first designing the ideal radar installation into a stripped B-29 and then adding other accessories rather than by adding the radar as an accessory after everything else is in the plane as is the case at present.

2. General Arnold desires that this project be carried on in collaboration with the NDRC Radiation Laboratory and other appropriate development agencies together with Boeing engineers and that a combat pilot be associated with it to assist in the planning. He does not contemplate that the project shall necessarily lead to a combat ship for general use in this war, although he hopes that such an achievement may be possible.

3. Responsibility for the project in its various aspects is assigned as follows:

a. AC/AS M&S will be responsible for its initiation and overall supervision and, at the appropriate time, will arrange for the appointment of a mock-up committee upon which the AC/AS OC&R and the Air Communications Officer shall be represented.

b. AC/AS OC&R will take the necessary steps to furnish a B-29 aircraft for the project.

c. AC/AS M&S will keep the Air Communications Officer informed as to the status of the project at all times.

Signed

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

DECLASSIFIED

7 OCT 1944  
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SP3 452.1

1533

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DECLASSIFIED  
DDO 815  
8 Jan & 20 June 1974  
By *ALM/SC* Date 12/12/76

13 September 1944.

MEMORANDUM FOR: General Giles.

On Saturday, 9 September 1944, General Arnold inspected the Radiation Laboratory activities at Bedford Airport, at which time, among other things, he examined a B-29 radar installation. On the basis of this inspection and general discussion he directed that, in collaboration with Radiation Laboratory and Boeing engineers, we strip a B-29 aircraft with the idea of then designing into it the ideal radar installation for that type of ship, following which other equipment would be installed around the radar framework. He desires that a pilot with combat experience be associated with this project to assist in the planning.

In directing this undertaking General Arnold pointed out that the B-29 is a ship with which we will have to live for some time after the war is over, and that he does not contemplate that this program shall necessarily lead to a combat ship ready in time to be used in this war. He did, however, express the hope that there could be achieved in time for application in combat a B-29 in which all installations were made around the radar, rather than with the radar as an accessory, as is the case today.

It seems to me that a directive corresponding substantially to the attached should be issued.

Edward L. Bowles

Incl: Proposed Memo.

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DOO BRS

1 Jan. & 31 June 1974

DECLASSIFIED DATE 12/17/76

*Wick* (12)  
DAS

Revised Modification of HX1 Aircraft

IN TURN:

- 1. Asst C/AS, WMS, Communications Equipment Officer
- 2. Asst C/AS, WMS, Modification Division
- Asst C/AS, OOR, Requirements Division

25 Sept 44

Capt Turney/ast/71608

1. Reference is made to R&R, dated 18 August 1944, subject, "Modification of HX1 Aircraft," and R&R, dated 18 September 1944, subject, "Revised Modification of HX1 Aircraft."

2. It is requested that the following policy be adhered to in modifying aircraft with both HX1 and L&S for the Fourteenth Air Force. AN/APN-1 and SCR-57B must be included. In other words, this dual installation is a normal L&S airplane with the basic radar set changed from SCR-717 to AN/APN-1S.

AFRDB \_\_\_\_\_

E & C Sec \_\_\_\_\_

AFDCE \_\_\_\_\_

AFACO \_\_\_\_\_

SC 5140

*J. Cockburn*  
MERVIN E. GROSS  
Brigadier General, U.S.A.

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SAS 452.1

(532)



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SECRETARY AIR STAFF

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By 10/27/76

**Desirability in National Interest of Making a Limited Number of DC-3 (Converted C-47) Aircraft Available for Civil Use**

AC/AS, Plans (Attention: General Euter)  
Chief of the Air Staff

12 Oct 44

5  
FMS, Jr.: JT 6371

1. The apparent surplus of C-47 airplanes is based upon your assumption that C-47 aircraft at present in the Far East Air Force can be used to offset attrition in the European Theatre. This assumption seems unsound as General Kenney's war weary C-47's would hardly make adequate provision for proper replacement for losses in the ETO.
2. It is our desire to reduce to the absolute minimum the number of non-standard types of transports held by the Army Air Forces in the United States. Declaration of the majority of such transports to the Surplus Property Administrator as surplus to our needs would absorb additional C-47's from the relatively small excess of 23.
3. Cutback at this time is not approved.

signed

**BARNEY M. GILES,**  
Lt. General, U. S. A.,  
Chief of Air Staff.

Incl.  
n/c

Y52.1 (1531)

13 OCT 1944

COPY FOR GENERAL GILES

DECLASSIFIED

SAS Y52.1 (1531)

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DECLASSIFIED  
DDI 105  
8 JUL 80  
By: AC/1SE / 10/17/76

TB-25's for Office of Assistant Chief of Air Staff, Training  
Assistant Chief of Air Staff, Training  
Chief of Air Staff

5 Oct 44

TAF:JB 5789 <sup>3</sup>

Attention is invited to comment #2 and to inclosed copy of Hq. Office Instruction which has been approved by the Chief of Air Staff and is in course of publication by Management Control.

Signed

T. A. FITZPATRICK,  
Colonel, G. S. C.,  
Secretary, Air Staff.

6 Attachs.  
5 n/a  
6- Cy Hq.O.I.

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40207000  
5 OCT 1944

*[Handwritten signature]*

*[Handwritten notes]*  
7.6  
10/6/44  
1.5

OFFICE SYMBOL	1	2	3	4	5	6
SIGNATURE OF RESPONSIBLE OFFICER						
INTERNAL OFFICE COORDINATION						

DECLASSIFIED

SAA 4521 1529

CLASSIFICATION CHANGED TO "CONFIDENTIAL"  
BY AUTHORITY OF CG. AAF

~~CONFIDENTIAL~~

DECLASSIFIED  
DOD REG.  
5, 1962 & 20 June 1974

By 90 10/17/76  
DE -

Lt Col. AG Date

DECLASSIFIED

TO: Secretary, Air Staff

DATE: 30 SEP 1944

FROM: AC/AS, Operations, Commitments & Requirements

COMMOB NO. 2  
Lt Col O'Shea/va/G109

1. With reference to the attached request for the allocation of two (2) TB-25 aircraft for priority use by the officers of the AG/AS, Training, attention is invited to the attached copies of correspondence showing action taken in May and June of this year which is the last indication of Air Staff policy in this matter.

2. In view of the above it is recommended that the request be disapproved.

5 Attaches:

Att 1 - n/c

Added 4 Attaches:

Att 2 - Cy of MAF fr Gen Hall dtd  
27 May 44

Att 3 - Cy of ltr dtd 2 Jun 44, subj.  
"Aps on Spec Agent at Bolling Fld"

Att 4 - Cy of MAF fr Gen Hall dtd  
3 Jun 44

Att 5 - Memo for the C/AS dtd 27 May 44.  
subj same as Attach #3 w/attach

Signed

H. A. Craig  
Major General, U. S. Army  
Asst. Chief of Air Staff  
Operations, Commitments & Requirements

AFRAL \_\_\_\_\_

AFROM \_\_\_\_\_

DECLASSIFIED  
~~CONFIDENTIAL~~

208 452.1. (529)

30 Sept 1944

SUBJECT: Action to be Taken With Respect to Delivery of Aircraft in Connection With the Defeat of Germany.

TO: Commanding General  
Air Transport Command  
Gravelly Point, Virginia

1. So that certain changes can be effected with expedition and accuracy on X-Day, your command is hereby requested to immediately make necessary advance plans which will permit Air Transport Command to carry out on the effective day, the action specifically outlined below as it pertains to delivery of aircraft by flight.

a. Stop delivery of those Army Air Forces aircraft in your custody which are earmarked for delivery to the Army Air Forces in the European and Mediterranean Theatres of Operation.

(1) Aircraft permanently assigned to the Air Transport Command for their permanent use are not included.

(2) Aircraft on AAF projects for delivery to units of the Army Ground Forces in subject Theatres are included.

(3) Combat or replacement crews assigned to AAF aircraft affected by this directive, will be instructed to remain with the aircraft until Headquarters, AAF issues disposition instructions on the crews and aircraft.

b. Any AAF aircraft not in the category outlined in paragraph 1a above, are not affected by this directive.

c. Instructions as to treatment of Lend-Lease aircraft will be forwarded when this Headquarters has been advised by higher authority, of policies which are to control further distribution of Lend-Lease material.

2. Hold all aircraft which are stopped in accordance with this directive at AAF stations or activities. Aircraft so stopped will remain under your jurisdiction and will not be released until specifically directed by this Headquarters, THRU the Aircraft Distribution Office, as to the disposition thereof.

*sa.s*

*45-21*

*(528)*

3. All aircraft in your custody affected by this directive, will be reported by special report to The Aircraft Distribution Office, AC/AS, M&S, Wright Field, Dayton, Ohio, within twenty-four (24) hours from the effective time (to be announced) of this order. The report will furnish the following information:

a. Type and serial number of all aircraft.

b. Location of all aircraft.

c. Destination and recipient.

d. Project number, and where such aircraft are in the hands of replacement or combat crews, also furnish the crew number and movement order number.

4. The Air Transport Command will note that this directive is divided into two (2) phases.

a. The plans phase.

(1) Effective now.

b. The operations phase.

(1) To become operative upon notification by Headquarters, AAF that X-Day plan is now effective.

(2) Disposition instructions on aircraft involved to come from Headquarters, AAF THRU Aircraft Distribution Office, AC/AS, M&S, Wright Field, Dayton, Ohio.

5. Air Transport Command plans on this subject will be governed by the directions outlined above and by such other conditions as may be announced from time to time by this Headquarters.

By command of General ARNOLD:

*Signed*

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

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30 SEP 1944  
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DTIC Ref:  
8 Jan. 8 20 June 1974  
By Alb/SC/DAW/CE/7/76  
DE

Photographs of C-54 Airplane with Elevator

War Department Bureau of Public Relations - AAF Group  
Atten: Lt. Col. H. B. Rorke  
Chief of the Air Staff

27 Sept. 1944

1  
MAL/hd/3373

1. This will confirm the verbal instructions given by General Giles this date to Major Reese to the effect that all the photographs of the C-54 airplane with elevator will be immediately impounded and destroyed.
2. Both General Arnold and General Giles are greatly concerned about your actions in supervising the photographing of the subject airplane.
3. You will report to this office by comment hereon when you have accomplished the foregoing directive.

Signed  
MILLARD A. LIBBY  
Colonel, G. S. C.  
Executive, Chief of the Air Staff

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~~CONFIDENTIAL~~  
DECLASSIFIED

SAS 452.1 (1526)

DECLASSIFIED

DECLASSIFIED

GROUP 1

EXEMPT FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION

By: *[Signature]*, Date: 10/17/76

Photographs of C-54 Airplane with Elevator

Chief of Air Staff  
ATTN: Colonel Millard A. Libby  
Air Forces Group, War Department Bureau of  
Public Relations

28 Sept. 1944

2

1. The order given verbally by General Giles and restated in Paragraph 1 of basic communication has been complied with. The Pictorial Officer of this group certifies to the destruction of negatives and all existing prints by fire.

2. The following facts are offered in explanation of the situation:

a. The Special Assistant to the Commanding General of the Air Transport Command requested War Department Bureau of Public Relations to release a story about the special mission aircraft. The request was made following a personal conversation with Mr. Stephen T. Early, press relations secretary to the President, in which Mr. Early suggested that the subject airplane be given publicity as a special mission ship. Mr. Early emphasized that if the continuing operations of this airplane were publicized, it would constitute a truthful answer to the incorrect reports that it was constructed exclusively for Presidential use. Consequently, the release was made on transporting Madame Chiang Kai-Shek from Rio de Janeiro to New York in this particular plane. This same release pointed out that the airplane had been used to take the Secretary of War to the European Theater of Operations and that it had been in continuing special mission operation. It also stated, with Mr. Early's approval, that the airplane was fitted with a loading elevator. Mr. Early is understood to have previously discussed release of information on this plane with the Director of the Bureau of Public Relations.

b. News of the existence of the aircraft was followed by requests for interior photographs. The Review Branch of WDOPR stated that no security was involved and AAFOTI advised ATC that no adverse policy then existed. As a further precaution to assure good taste in pictorial coverage, arrangements were made with ATC for a WDOPR photographer to make the pictures.

c. Classification of "SECRET" was placed on the negatives and one set of prints pending coordination. These classified negatives and prints are the ones that were destroyed.

3. The press knows that this Special Mission aircraft exists and requests for interior photographs of it are still pending. In the event reconsideration is given the current decision, request is made that the undersigned be advised.

HAROLD B. BORKE,  
Lt. Colonel, Air Corps,  
Acting Assistant to Director for Army Air Forces.

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~~CONFIDENTIAL~~  
DECLASSIFIED

DECLASSIFIED  
DOD 105  
# Jan. 23, 1974  
By: AGS/DC, Date: 10/17/76  
DE

Photographs of C-54 Airplane with Elevator

War Department Bureau of Public Relations - AAF Group  
Atten: Lt. Col. H. B. Rorke  
Chief of the Air Staff

27 Sept. 1944

1  
MAL/hd/3373

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2. Both General Arnold and General Giles are greatly concerned about your actions in supervising the photographing of the subject airplane.
3. You will report to this office by comment hereon when you have accomplished the foregoing directive.

Signed

MILLARD A. LIBBY  
Colonel, G. S. C.  
Executive, Chief of the Air Staff

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*File*

SAS 452.1 (1526)

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000 hrs  
1 Jan. & 30 June 1976  
By *alm/* Date *10/17/76*

Photographs of C-54 Airplane with Elevator

Chief of Air Staff  
ATTN: Colonel Millard A. Libby  
Air Forces Group, War Department Bureau of  
Public Relations

28 Sept. 1944

2

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Signed

HAROLD B. RORKE,  
Lt. Colonel, Air Corps,  
Acting Assistant to Director for Army Air Forces.

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UCI 175  
1 Jan. & 29 June 1976  
By: 10/1/76 AC, Date: 10/1/76

Photographs of C-54 Airplane with Elevator

War Department Bureau of Public Relations - AAF Group  
Attn: Lt. Col. H. B. Morse  
Chief of the Air Staff

27 Sept. 1944

1  
MAL/hd/3373

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2. Both General Arnold and General Giles are greatly concerned about your actions in supervising the photographing of the subject airplane.
3. You will report to this office by comment hereon when you have accomplished the foregoing directive.

Signed

MILLARD A. LIBBY  
Colonel, G. S. C.  
Executive, Chief of the Air Staff

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SAS 4521 (1526)

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DDI IIS  
8 Jan & 27 June 1974  
By *Alan J.C. Davis* 10/27/76

DECLASSIFIED

Release of DC-3 Type Aircraft

AC/AS, Operations, Commitments and Requirements

19 Oct 44

Chief of the Air Staff

5

1. Recommendation contained in your Comment No. 4, paragraph 3, is approved.
2. It is directed that the necessary action be taken to implement your recommendation.

Signed

F. H. SMITH, JR.,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

Incl  
n/c

RECORDED  
19 OCT 1944  
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DECLASSIFIED

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GCJ:mc  
71127  
wtn: 6 Oct 44

14 OCT 1944

Mr. W. L. Clayton  
Administrator, Surplus War Property Administration  
811 Vermont Avenue, N. W.  
Washington 25, D. C.

Dear Mr. Clayton:

This is in reply to your letter of September 23, 1944,  
with enclosures thereto.

You request consideration of applications made by the  
Foreign Economic Administration and the Civil Aeronautics Board for  
transport aircraft to be released by the Army Air Forces to certain  
foreign and domestic airlines.

Action has recently been initiated to release a quantity  
of DC-3 transports to the domestic airlines in accordance with the  
recommendations of the Civil Aeronautics Board. Considering the present  
status of the war and the heavy demands for transports in future opera-  
tions, I feel that it would be unwise at this time for the Army Air  
Forces to release additional transports for commercial operations.

Transports not required for military operations will be  
declared surplus to your Administration as they become available.

Very truly yours,

Signed

BARNEY M. GILES,  
Lieutenant General, U. S. A.,  
Chairman, Joint Allocation (Air).

14 OCT 1944

DECLASSIFIED

COPY TO: GEN GILES' FILE

SAS 4521 (1525)

DECLASSIFIED

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By: [Signature] Date: 10/2/76

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OFFICE OF WAR MOBILIZATION  
Surplus War Property Administration

Office of the Administrator

811 Vermont Ave., NW  
Washington 25, DC

Lt. General Barney M. Giles  
Chairman, Joint Allocations (Air)  
Room 3E1007 Pentagon Building  
Washington 25, D. C.

Dear General Giles:

The Director of our Aviation Division has received communications  
from Mr. Russell B. Adams, Assistant Director, Economic Bureau, Civil  
Aeronautics Board, and from Mr. William W. Brinkerhoff, Chief, Air  
Transport Division, Foreign Economic Administration, setting forth the  
urgent requirements of foreign, American-flag, and domestic carriers  
for transport aircraft. I am advised that Mr. Adams' communication  
has the concurrence of the Civil Aeronautics Board and that Mr.  
Brinkerhoff's communication has the concurrence of the State Department.

At the present time the disposal agencies designated by this  
Administration to carry out the disposal of surplus aircraft have no  
supplies of surplus transport aircraft which can meet any of the  
requirements stated in the two communications to which reference is  
made above. I am therefore forwarding copies of these communications  
to you for your consideration and, if you deem it appropriate, for  
your submission to the Munitions Assignment Committee (Air) for action.  
I shall appreciate it if you will keep me advised as to such action  
as is taken in this matter.

Very truly yours,

(S)

W. L. Clayton  
Administrator

Enclosures  
no copy incl made for file  
cc: Mr. Adolf Berle  
Mr. L. Welch Pogue  
Mr. W. A. M. Burden  
Mr. T. P. Wright

DECLASSIFIED  
Per [Signature]  
By: J. L. LC; Date: 10/2/76

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SAS 4521 (1525)

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DDO 110

8 Jan 4 20 June 1974

By: 0883/1000/15170

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AFAEP

OCJames

71127

wtm: 6 Oct 44

14 OCT 1944

Mr. W. L. Clayton  
Administrator, Surplus War Property Administration  
811 Vermont Avenue, N. W.  
Washington 25, D. C.

Dear Mr. Clayton:

This is in reply to your letter of September 23, 1944,  
with enclosures thereto.

You request consideration of applications made by the  
Foreign Economic Administration and the Civil Aeronautics Board for  
transport aircraft to be released by the Army Air Forces to certain  
foreign and domestic airlines.

Action has recently been initiated to release a quantity  
of DC-3 transports to the domestic airlines in accordance with the  
recommendations of the Civil Aeronautics Board. Considering the present  
status of the war and the heavy demands for transports in future opera-  
tions, I feel that it would be unwise at this time for the Army Air  
Forces to release additional transports for commercial operations.

Transports not required for military operations will be  
declared surplus to your Administration as they become available.

Very truly yours,

igned

BARNEY M. GILES,  
Lieutenant General, U. S. A.,  
Chairman, Joint Allocation (Air).

14 OCT 1944

14 OCT 1944

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CONFIDENTIAL

COPY TO: S/AS

SAS 452.1 (525)

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DECLASSIFIED  
OFFICE OF WAR DEPARTMENT  
Surplus War Property Administration

Office of the Administrator

811 Vermont Ave., NW  
Washington 25, DC

Lt. General Barney M. Giles  
Chairman, Joint Allocations (Air)  
Room 3E1007 Pentagon Building  
Washington 25, D. C.

Dear General Giles:

The Director of our Aviation Division has received communications from Mr. Russell B. Adams, Assistant Director, Economic Bureau, Civil Aeronautics Board, and from Mr. William W. Brinkerhoff, Chief, Air Transport Division, Foreign Economic Administration, setting forth the urgent requirements of foreign, American-flag, and domestic carriers for transport aircraft. I am advised that Mr. Adams' communication has the concurrence of the Civil Aeronautics Board and that Mr. Brinkerhoff's communication has the concurrence of the State Department.

At the present time the disposal agencies designated by this Administration to carry out the disposal of surplus aircraft have no supplies of surplus transport aircraft which can meet any of the requirements stated in the two communications to which reference is made above. I am therefore forwarding copies of these communications to you for your consideration and, if you deem it appropriate, for your submission to the Munitions Assignment Committee (Air) for action. I shall appreciate it if you will keep me advised as to such action as is taken in this matter.

Very truly yours,

(S)

W. L. Clayton  
Administrator

Enclosures

No cpy incls made for file

- cc: Mr. Adolf Berle
- Mr. L. Welch Fogus
- Mr. W. A. M. Burden
- Mr. T. P. Wright

DECLASSIFIED  
Per  
Commemorative Order 13526  
By: [signature], LC; Date: 10-1-76

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521 452.1 1525



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DDI 100  
8 Jan 80 20 June 1978  
By *[Signature]* Date *12/17/76*

DECLASSIFIED

Release of DC-3 type aircraft

AC/AS, OCMR

13 October 1944

Chief of the Air Staff

3  
FMS, Jr: JT 6371

1. Your recommendation to declare surplus 54 DC-3 and 4 Lodestar airplanes would, I am afraid, create in the mind of the Surplus Property Administrator a belief that we, at least tacitly, agree to the allocation of these 58 airplanes to foreign airlines. You will note that the total and class of aircraft you recommend be declared surplus ties in exactly with Mr. Brinkerhoff's statement in the basic communication as to the needs of foreign airlines.
2. The Civil Aeronautics Board, through Mr. Adams, has indicated that our domestic airlines can absorb 173 transport aircraft in addition to the 300 aircraft ceiling imposed by the President in the next six months. In addition Mr. Adams states that American flag carriers in international service can absorb 15 transport aircraft at once. It is believed that as a matter of policy as well as of political expediency our domestic and American flag carriers should be reasonably satisfied prior to the allocation of American built transport aircraft to foreign agencies.
3. In view of the above the release of the 58 airplanes recommended by you is to be deferred until such time as you have carried out an overall survey of all non-standard type transports now in the hands of the AAF to determine, using military expediency as the yardstick, the overall total by type of such non-standard type transports as may be released for civilian and foreign use at the present time. In connection with this survey it is desired that you establish the necessity for the retention of each non-standard transport which you recommend be retained.
4. This office has directed that a study be made immediately to determine a simple and sound procedure to be followed in the disposal, insofar as the Army Air Forces is concerned, of surplus transport aircraft. This study, as well as your survey, will be expedited.
5. To summarize, it is felt that the allocation to Mr. Clayton of the 58 aircraft concerned in your RAR would create an opinion in his mind that we believe these aircraft should be allocated to foreign concerns. Pending the completion of the study referred to above, it is considered that this might be detrimental to the best interests of the Air Forces and the United States Government. It is felt currently that the result of the survey which you are to make will reveal the fact that any additional transport aircraft may be dispensed with and that the allocation of the overall transport aircraft thus determined to be surplus would avoid the insinuation of preference for one claim as against another.

4521  
15-25

Incl  
n/s

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13 OCT 1944

*[Signature]*  
Y. H. SMITH, JR.,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

805 4521 (1525)

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EO 12958  
By AD/SEC/SE Date 12/7/8

Heavy Bombers for Towing Targets

AG/AS, OGN

25 Sep. 1944

Chief of the Air Staff

1  
FNS, JF:JT 6371

Concur in the course of action outlined in paragraph 4 of the basic communication. It is suggested that as B-25E aircraft are no longer desired by the principal user (Far East Air Force) current surplus of this equipment be modified for use in towing targets for anti-aircraft training.

1 Encl.  
Same same sub; 9-24-44  
from OGN

Signed  
F. H. SMITH, JR.,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

*2411  
9/25-1944*

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26 SEP 1944  
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DDI Hrs  
# Iss. & 20 June 1971  
By *Alan* / *10/17/70*

Amendment to Ground Rules of ~~DEFENSE~~ Allocations

AC/AS, Operations, Commitments and Requirements

27 Sept 44

Chief of the Air Staff

<sup>3</sup>  
FHE, Jr: JT 6971

1. The course of action outlined in Comment #2 by AC/AS, Plans, is concurred in.
2. When emergencies of a drastic nature arise where action to divert aircraft allocated to foreign nations could remedy or alleviate the situation you will refer the problem to this office immediately, to the end that it be presented for action by the Combined Chiefs of Staff with the minimum delay. Recommendations contained in such requests should be substantiated, giving logical reasons for the action and delineating clearly the full extent of the emergency.

Incl.  
n/c

Signed  
F. H. SMITH, JR.,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

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28 SEP 1944  
AMG

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Jan 6 20 June 1974  
By *[Signature]* Date *12/76*

Amendment to Ground Rules on Foreign Allocations

Assistant Chief of Air Staff - Plans

25 Sept 44

Chief of Air Staff

WDG/mim/5791 <sup>1</sup>

For comment or concurrence.

Signed

T. A. FITZPATRICK  
Colonel, G. S. C.  
Secretary of Air Staff

1. Incl.  
Memo to CAS from  
AC/AS, OCAE, dtd 23  
Sep 44, subj. as above.

Unprocessed  
25 SEP 1944  
GMB

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(1523)

*file*

OFFICE SYMBOL	1	AFSAS	2	3	4	5	6	7
SIGNATURES OF RESPONSIBLE OFFICERS								
INTERNAL OFFICE COORDINATION								

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SA 8 4521 (1523)

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E.O. 13526  
8 Jan 63  
By Thompson / 15 17 76  
/ SE

AFHQ/M  
27 September 1944

MEMORANDUM FOR GENERAL CRAIG

SUBJECT: New Developments

1. In accordance with request stated in RAR dated 15 July 1944, above subject, the following information on experimental projects is herein transmitted for your information:

a. Boeing XB-29 (41-002): Installation of ducted cylinder baffles and pneumatic bomb doors has been completed. Operation of pneumatic bomb doors at 10,000 feet was as follows: At 170 pounds working pressure, 200 mph and 1/2° yaw, operation of the doors was satisfactory. It was possible to open the rear doors five times and close them four times with 1,500 pounds pressure in reservoir at start of test. Flights made during week to determine the heat available from the turbo for carburetor de-icing.

b. Consolidated-Valtes XB-36: Mock-up inspection of specified radio and radar equipment for the second XB-36 airplane has been held at the contractor's plant. A complete nose section of the airplane was constructed and included the addition of two "Barbette" nose turrets to supplement forward protection. Because of the weight and poor aerodynamics of this nose armament, the contractor prepared additional studies which were presented. The best arrangement utilizes a remotely controlled nose turret covering approximately a 60 degree cone. A partial mock-up covering radar operator's, navigator's, and bombardier's positions predicated on use of the new nose turret was inspected and basic equipment was arranged. The contractor is now completing this second nose section to include the flight deck. Many advantages are realized by the new arrangement such as excellent coordination between all crew members particularly bombardier, navigator, and radar stations; improved pilot's visibility and coordination with flight engineer; nose armament; excellent visibility for bombardier and nose gunner. While a considerable weight penalty will be involved, it is believed that the resulting improvements in the airplane are justified. Upon completion of studies and mock-up, a recheck of the mock-up will be made.

A conference has been scheduled at Wright Field on 4 October at which time representatives of Consolidated-Valtes, Northrop and Pratt and Whitney will be present to discuss B-4360 engine cooling and fan de-

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sign. Data obtained during fan test program will be reviewed and decisions are to be made regarding fan and diffuser configuration to be used for first flights of this airplane.

c. Douglas XP-42: No flights have been made on No. 1 airplane since 16 August awaiting redesign landing gear rotating link parts. Three flights were made in the No. 2 airplane during the week ending 16 September.

d. Douglas XP-43: The tailpipe constructed for test at General Electric will be delivered in the near future.

e. North American XP-45: A conference is scheduled for 28 September to determine the detail military characteristics for this class of airplane. Members of O.C. & R., M & S, and A.F.S.C. will be present.

f. Republic XP-72: Rework on No. 1 airplane to agree with production version is approximately 60% complete. On No. 2 airplane, it was found that the two-stage engine was not satisfactory for installation and the latest information indicates it will be about October 9 before another engine is available.

g. Fisher Body XP-75: Brief official AAF performance tests on No. 1 production airplane have been completed. This airplane has the increased area stabilizer with end plates and is being delivered to Eglin Field.

h. North American XP-82: Delivery schedule calls for the first XP-82 airplane to be completed in June, 1945. Contract has been amended to call for same model specification to cover all four airplanes. Delivery schedule for XP-82A airplanes is January and February 1946.

i. Fairchild XO-92: The first article on this contract has been flown approximately six hours but is now in the shops being prepared for an engineering inspection to be conducted 2 October 1944 at the Contractor's plant. Tentative arrangements call for a demonstration of the cargo loading and unloading features of this airplane in Washington approximately 1 November 1944.

j. R-3350-21 (Wright): After 8-1/2 hours running at 2800 H.P. dry, an intake valve spring broke, causing failure of the engine. This engine has 297 hrs running, approximately 100 hours at 2200 H.P. or over. A new engine will be installed for 2800 H.P. running after a 27 hour test on an engine with chrome plated barrels.

k. R-4360-3 to -11 (P&W): The type test at Pratt & Whitney was completed leaving the front intermediate bearing failure at 145 hours as the only indicated weakness during the test. One engine which has completed approximately 80 hours at 3600 H.P. will be given a 100 hour overload test.

- 2 -

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War Emergency Rating testing with water injection will be conducted on another engine. The single cylinder engines have run 20,600 hours, the single row seven cylinder engine 1,800 hours, and the multi-cylinder engine 9,900 hours. The fan test at Wright Field is now under way and completed, variable blade angle fan has been tested and ground cooling fan installed for test. Mounts for the dynamometer B-4360-PT engine have been received and installed and the engine has been changed from dual to single rotation reduction gear.

l. V-1650-9 (Packard RM-145M): Packard authorized to proceed with five engines with carburetor which will be the V-1650-9, and two sets of fuel injection parts to convert V-1650-9 to V-1650-11, making the Rolls-Royce RM-145M engine. Three V-1650-19 engines incorporating a hydraulic supercharger drive are being purchased and final design nearing completion.

m. V-2420-17 (Allison): Engine has 150 hours on the model test and dives completed and engine being inspected. Examination shows parts satisfactory and engine rebuilt for 30 hours at 3000 H.P. take-off and military ratings and 20% installed on stand.

n. V-1710-22 (Allison): Engine with complete water injection system is 80% installed on a torque stand for checking the rapid power change and fluctuations when water injection is used. A simulated airplane installation is being utilized. On high power running (75%) trouble experienced with intake plug magneto condenser, causing plug failures. Engine removed from stand because of plug parts in engine. New engine being installed.

o. Fighter P-47: Personnel from this Laboratory have returned from Flight Test Base, Muroc, California, and report that pickups of a P-51 airplane were reasonably successful using a C-47 and B-17 Airplane. Tests with the B-25 Airplane were unsuccessful as contact speeds were found to be too high. A great deal more work on this project is necessary before it may be considered completed.

p. Three Axis Flight Indicator (Contact Picture Flight Indicator): As a result of a directive from the Requirements Division AG/AS OGAR to develop 300 three axis flight indicators for service test as a modification of the Navy invention known as project 6 N, a representative of this office will visit the Bureau of Aeronautics in Washington D.C. to study the Navy's model.

q. A-10 Automatic Pilot: Satisfactory preliminary tests of the A-10 Automatic Pilot in a P-47D and a B-17F Airplane have been completed. Functional tests at Eglin Field on the P-47D installation will begin approximately 25 September 1944 and on the B-17F installation 9 October 1944.

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v. B-29 Remote Fire Control: An experimental test is being conducted for the purpose of determining the amount of viscous damping necessary to materially assist in smooth tracking and therefore, increase the accuracy of fire in the remote control system. Detail study has been made of the B-29 gyroscopes to determine requirements for Fourth Echelon Maintenance at overseas depots. At the request of the Second Air Force, tests were conducted to determine an accurate but simple method for indicating the azimuth and elevation positions of all the sights in the B-29. Final preparations were completed for test of the Westinghouse stabilized sight and computer installed in B-29 airplane No. 42-93837 at Pine Castle Army Air Base.

w. Power Operated Waist Guns: Installation of the Bendix waist gun mount in B-24H airplane No. 42-7137 is now being accomplished at C.T.A.C., Nashville.

x. Winker Type Doors for B-29 Airplanes: The winker doors currently used on B-29 airplanes use a high pressure cylinder, capacity 300 cubic inches, pressure 1200 pounds per square inch. Inasmuch as this accumulator was an object of speculation as to its vulnerability to gun fire, a sample accumulator was obtained and fired upon. The results of this test indicated that it was doubtful that this accumulator could be expected to explode or cause any extensive damage to surrounding equipment or personnel.

MERVIN N. GROSS  
Brigadier General, U.S.A.  
Chief, Requirements Division

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E.O. 13526

By Alan J. ... Date 10/17/76

AHQ/M  
27 September 1944

MEMORANDUM FOR GENERAL CRAIG

SUBJECT: New Developments

1. In accordance with request stated in M&R dated 15 July 1944, above subject, the following information on experimental projects is herein transmitted for your information:

a. Reeing XB-29 (41-002): Installation of dusted cylinder baffles and pneumatic bomb doors has been completed. Operation of pneumatic bomb doors at 10,000 feet was as follows: At 170 pounds working pressure, 200 mph and 1/2° yaw, operation of the doors was satisfactory. It was possible to open the rear doors five times and close them four times with 1,500 pounds pressure in reservoir at start of test. Flights made during week to determine the heat available from the turbo for carburetor de-icing.

b. Consolidated-Fulitee XB-36: Mock-up inspection of specified radio and radar equipment for the second XB-36 airplane has been held at the contractor's plant. A complete nose section of the airplane was constructed and included the addition of two "Barbette" nose turrets to supplement forward protection. Because of the weight and poor aerodynamics of this nose armament, the contractor prepared additional studies which were presented. The best arrangement utilizes a remotely controlled nose turret covering approximately a 60 degree cone. A partial mock-up covering radar operator's, navigator's, and bombardier's positions predicated on use of the new nose turret was inspected and basic equipment was arranged. The contractor is now completing this second nose section to include the flight deck. Many advantages are realized by the new arrangement such as excellent coordination between all crew members particularly bombardier, navigator, and radar stations; improved pilot's visibility and coordination with flight engineer; nose armament; excellent visibility for bombardier and nose gunner. While a considerable weight penalty will be involved, it is believed that the resulting improvements in the airplane are justified. Upon completion of studies and mock-up, a recheck of the mock-up will be made.

A conference has been scheduled at Wright Field on 4 October at which time representatives of Consolidated-Fulitee, Northrop and Pratt and Whitney will be present to discuss B-4360 engine cooling and fan de-

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sign. Data obtained during fan test program will be reviewed and decisions are to be made regarding fan and diffuser configuration to be used for first flights of this airplane.

c. Douglas XP-48: No flights have been made on No. 1 airplane since 16 August awaiting redesign landing gear rotating link parts. Three flights were made in the No. 2 airplane during the week ending 16 September.

d. Douglas XP-48: The tailpipe constructed for test at General Electric will be delivered in the near future.

e. North American XP-48: A conference is scheduled for 28 September to determine the detail military characteristics for this class of airplane. Members of G.O. & R., M & S, and A.T.S.C. will be present.

f. Republic XP-72: Rework on No. 1 airplane to agree with production version is approximately 60% complete. On No. 2 airplane, it was found that the two-stage engine was not satisfactory for installation and the latest information indicates it will be about October 9 before another engine is available.

g. Fisher Body XP-72: Brief official AAF performance tests on No. 1 production airplane have been completed. This airplane has the increased area stabilizer with end plates and is being delivered to Eglin Field.

h. North American XP-82: Delivery schedule calls for the first XP-82 airplane to be completed in June, 1945. Contract has been amended to call for same model specification to cover all four airplanes. Delivery schedule for XP-82A airplanes is January and February 1946.

i. Fairchild XP-82: The first engine on this contract has been flown approximately six hours but is now in the shops being prepared for an engineering inspection to be conducted 2 October 1944 at the Contractor's plant. Tentative arrangements call for a demonstration of the cargo loading and unloading features of this airplane in Washington approximately 1 November 1944.

j. R-3360-21 (Wright): After 8-1/2 hours running at 2600 H.P. dry, an intake valve spring broke, causing failure of the engine. This engine has 297 hrs running, approximately 100 hours at 2200 H.P. or over. A new engine will be installed for 2800 H.P. running after a 27 hour test on an engine with chrome plated barrels.

k. R-4340-3 to -11 (P&W): The type test at Pratt & Whitney was completed leaving the front intermediate bearing failure at 145 hours as the only indicated weakness during the test. One engine which has completed approximately 50 hours at 2600 H.P. will be given a 100 hour overload test.

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War Emergency Rating testing with water injection will be conducted on another engine. The single cylinder engines have run 20,600 hours, the single row seven cylinder engine 1,600 hours, and the multi-cylinder engines 9,900 hours. The fan test at Wright Field is now under way and completed, variable blade angle fan has been tested and ground cooling fan installed for test. Mounts for the dynamometer B-4360-9T engine have been received and installed and the engine has been changed from dual to single rotation reduction gear.

1. V-1650-9 (Packard EM-14SM): Packard authorized to proceed with five engines with carburetor which will be the V-1650-9, and two sets of fuel injection parts to convert V-1650-9 to V-1650-11, making the Hollis-Bayce EM-14SM engine. Three V-1650-19 engines incorporating a hydraulic supercharger drive are being purchased and final design nearing completion.

m. V-3420-17 (Allison): Engine has 150 hours on the model test and dives completed and engine being inspected. Examination shows parts satisfactory and engine rebuilt for 30 hours at 3000 H.P. take-off and military ratings and 30% installed on stand.

n. V-1710-23 (Allison): Engine with complete water injection system is 80% installed on a torque stand for checking the rapid power change and fluctuations when water injection is used. A simulated airplane installation is being utilized. On high power running (75%) trouble experienced with intake plug magnet condenser, causing plug failures. Engine removed from stand because of plug parts in engine. New engine being installed.

o. Flight Pick-Up: Personnel from this Laboratory have returned from Flight Test Base, Muroc, California, and report that pick-ups of a P-51 airplane were reasonably successful using a C-47 and B-17 Airplane. Tests with the B-26 Airplane were unsuccessful as contact speeds were found to be too high. A great deal more work on this project is necessary before it may be considered completed.

p. Three Axis Flight Indicator (Contact Picture Flight Indicator): As a result of a directive from the Requirements Division AC/AS CGAR to develop 300 three axis flight indicators for service test as a modification of the Navy invention known as project 6 H, a representative of this office will visit the Bureau of Aeronautics in Washington D.C. to study the Navy's model.

q. A-10 Automatic Pilot: Satisfactory preliminary tests of the A-10 Automatic Pilot in a P-47D and a B-17F Airplane have been completed. Functional tests at Eglin Field on the P-47D installation will begin approximately 25 September 1944 and on the B-17F installation 9 October 1944.

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f. B-29 Remote Fire Control: An experimental test is being conducted for the purpose of determining the amount of viscous damping necessary to materially assist in smooth tracking and therefore, increase the accuracy of fire in the remote control system. Detail study has been made of the B-29 gyroscopes to determine requirements for Fourth Echelon Maintenance at overseas depots. At the request of the Second Air Force, tests were conducted to determine an accurate but simple method for indicating the azimuth and elevation positions of all the sights in the B-29. Final preparations were completed for test of the Westinghouse stabilized sight and computer installed in B-29 airplane No. 42-93837 at Pine Castle Army Air Base.

g. Power Operated Waist Guns: Installation of the Bendix waist gun mount in B-24H airplane No. 43-7127 is now being accomplished at G.V.A.C., Nashville.

h. Winker Type Doors for B-29 Airplanes: The winker doors currently used on B-29 airplanes use a high pressure cylinder, capacity 300 cubic inches, pressure 1200 pounds per square inch. Inasmuch as this accumulator was an object of speculation as to its vulnerability to gun fire, a sample accumulator was obtained and fired upon. The results of this test indicated that it was doubtful that this accumulator could be expected to explode or cause any extensive damage to surrounding equipment or personnel.

MERVIN E. GROSS  
Brigadier General, U.S.A.  
Chief, Requirements Division

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AUTHORITY OF CG, AAF 1994 (MKT)

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Basic ltr fr Hq U.S. Strategic AF in Europe,  
Deputy CG for Administration, Stat. Control  
Office, APO 633, USA, dtd 8 October 1944,  
subj: "Schedules of Estimated Availability  
of A/C and Crews in the STU & RTU."

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OWT/edp/74381  
Rm. 3D1036  
Wrtm: 16 Oct 1944

1st Ind

AFRAL

HEADQUARTERS ARMY AIR FORCES, Washington 25, D. C. 17 OCT 1944

TO: Commanding General, U. S. Strategic Air Forces in Europe, Deputy  
Commanding General For Administration, Statistical Control Office  
(Attention: Captain Leffert), APO 633, C/O Postmaster, New York, N. Y.

1. Reference to Paragraph 3, revised schedules similar to those dated  
16 September 1944 will be prepared each month and sent to Statistical Control  
Office, attention: Captain Leffert.

2. In this connection, there are attached copies of schedules dated 15  
October showing the aircraft and crews enroute (as of 30 September), being  
prepared (not yet departed U. S.), from September availabilities, and the esti-  
mated availability of aircraft and crews that are allocated to STU and RTU  
October 1944 thru February 1945.

3. The number of aircraft shown (October 1944 thru February 1945) are  
those estimated to become available from production in the U. S. in the month  
indicated.

4. Crews listed under monthly headings are expected to graduate during  
that month. As actual shipment of crews is dependent on numerous factors such  
as availability of aircraft for flight delivery and availability of other  
transportation, our weekly messages to the theaters will keep you informed of  
actual departure dates.

5. It is pointed out that the planned allocations of aircraft and crews  
vary from month to month. These changes are due chiefly to (1) difference  
between planned losses vs. actual attrition and (2) variations in the monthly  
estimates of aircraft production.

6. Actual flows of aircraft and crews to theaters will be adjusted with  
the objective of maintaining all units at full authorized unit equipment and  
reserves.

For the Commanding General, Army Air Forces:

JACK ROBERTS  
Colonel, Air Corps  
Executive, Ass't Chief of Air Staff  
Operations, Commitments & Requirements

3 Incls  
Schedules - STU & RTU.

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1 Jan 20 1978  
By *[Signature]* 10/17/76

HEADQUARTERS  
UNITED STATES STRATEGIC AIR FORCES IN EUROPE  
DEPUTY COMMANDING GENERAL FOR ADMINISTRATION  
STATISTICAL CONTROL OFFICE

APO 633, U. S. ARMY  
8 October 1944.

SUBJECT: Schedules of Estimated Availability of Aircraft and Crews in the MFO and MFO.

TO: Commanding General, Headquarters, Army Air Forces.  
Attn: AG/AS Operations, Commitments and Requirements, Col. Bergquist.

1. Receipt is acknowledged with appreciation of the schedules dated 18 September 1944 (a) showing the estimated availability of aircraft and crews for MFO and (b) showing estimated availability to MFO.

2. These schedules are invaluable to this Headquarters for planning purposes and inasmuch as they are prepared monthly by your office, it would be further appreciated if we were put on repeated distribution for the monthly schedules when they are prepared. Please continue to send them to the attention of the Statistical Control Office, Captain Leffert.

For the Deputy Commanding General for Administration:

JEROME PRESTON  
Colonel, A. G.  
Chief, Statistical Control Office.

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 By Authority of  
 The Commanding General  
 Army Air Force  
 Date: 17 Dec 1964

ESTIMATED AVAILABILITY OF AIRCRAFT AND CREWS FOR I.T.O.

TYPES	As Of 30 Sep 44														
	ENROUTE		BEING PREP. FOR DEPART.		1944 OCTOBER		NOVEMBER		DECEMBER		1945 JANUARY		FEBRUARY		
	A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews	
B/B	B-17	88	67	233	152	207	424	274	424	207	424	208	478	200	478
	B-24	7	11	18	73	29	234	48	278	100	204	100	310	68	204
B/B	B-26	1	2	15	96	40	143	49	120	-	120	43	89	70	80
L/B	A-20	13	24	-	20	-	45	-	45	-	45	-	-	-	-
	A-26	39	-	64	-	34	-	75	-	112	-	31	48	100	46
FTR	F-38	39	-	20	64	-	42	48	42	-	42	89	62	46	42
	F-47	99	249	132	125	207	224	238	230	247	238	200	238	128	230
	F-51	155	-	179	-	239	168	194	180	196	182	198	182	195	182
M/FTR	F-61	-	-	-	-	4	-	4	-	4	3	4	3	4	4
RCB	F-5	13	-	2	30	-	18	18	30	7	16	14	22	14	22
	F-6	37	-	20	43	9	21	-	19	-	19	-	19	18	34
TRANS	C-47	13	-	35	62	132	154	15	265	45	124	-	67	-	80
LIAISON	L-5	-	-	25	-	-	-	18	5	18	5	16	5	16	5
AMPH	OA-10	-	-	6	6	-	-	1	1	1	-	-	-	1	1

NOTES: \* Squadron transferred from M. T. O.  
 Figures (October 1944 to February 1945) represent availability in U. S. for shipment to theater.

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Prepared by AFRL  
 16 October 1964

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By Authority of  
17 Nov 68  
Date

**DECLASSIFIED**  
By Authority of  
The Commanding Officer  
Army Air Force  
Date 17 Nov 68

**ESTIMATED AVAILABILITY OF AIRCRAFT AND CREWS FOR M.T.O.**

TYPES	As Of 30 Sep 44				1944		NOVEMBER		DECEMBER		1945		FEBRUARY		
	EMBARK		BEING PAIR		OCTOBER						JANUARY				
	A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews	
M/S	B-17	48	49	56	115	81	148	24	26	30	30	40	38	32	36
	B-24	75	248	57	265	168	544	95	215	141	161	110	228	125	164
M/S	B-25	1	2	1	30	-	42	-	26	48	48	48	48	31	48
	B-26	13	18	20	38	-	37	-	44	-	18	-	24	-	24
L/S	A-20	3	3	3	12	6	15	6	15	4	15	-	-	-	-
	A-26	-	-	-	-	-	-	-	-	-	-	20	12	8	12
FTR	F-32	75	-	34	170	19	42	32	42	45	42	48	42	48	42
	F-37	32	1	22	220	78	34	75	70	41	70	49	70	35	70
	F-51	44	-	21	81	101	60	70	57	75	60	68	60	60	60
M/FTR	F-61	-	-	10	11	25	9	28	9	35	8	6	8	6	8
RCN	F- 8	11	-	24	20	25	10	40	32	15	21	14	20	14	22
	F- 8	-	8	-	42	Squadron transferred to M.T.O.									
TRANS	C-47	-	1	7	65	-	30	15	14	3	14	10	14	8	19
LIANS	L- 8	-	-	-	2	15	-	10	-	3	-	15	-	8	2
AMPH	CA-10	-	-	-	6	4	-	-	-	3	-	1	-	1	-

NOTE: Figures (October 1944 to February 1945) represent availability in U. S. for shipment to theater.

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Prepared by AFRL  
18 October 1966



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AFRAL  
OWY/edp/lm  
Ext 74381 Rm 3D 1040  
Wrtn: 16 Oct 1944

DECLASSIFIED  
050 104

8 Jan 6 20 June 1974  
10 Dec 1970

17 Oct 44 HAP  
Date Initials

1 8 0 0 1

Estimated Availability of Aircraft and Crews for MTO.

Commander in Chief, Allied Air Forces,  
Mediterranean Theater of Operations,  
APO 650, a/o Postmaster,  
New York, N.Y.

*Handwritten initials*

1. Reference to Memorandum from this Headquarters dated 16 September 1944, subject as above, there is attached for your information a revised schedule showing the estimated availability (October 1944 to February 1945) of aircraft and crews that are allocated to MTO. Indicated thereon also are the aircraft and crews en route (as of 30 September), and being prepared (not yet departed U.S.) from September availabilities.

2. The number of aircraft shown (October 1944 thru February 1945) are those estimated to become available from production in the U.S. in the month indicated.

3. Crews listed under monthly headings are expected to graduate during that month. As actual shipment of crews is dependent on numerous factors such as availability of aircraft for flight delivery and availability of other transportation, our weekly messages to the theaters will keep you informed of actual departure dates.

4. It is pointed out that the planned allocations of aircraft and crews vary from month to month. These changes are due chiefly to (1) difference between planned losses vs. actual attrition and (2) variations in the monthly estimates of aircraft production.

5. Actual flows of aircraft and crews to theaters will be adjusted with the objective of maintaining all units at full authorized unit equipment and reserve.

6. Request your comments and suggestions on the value to you of this monthly schedule.

For the Commanding General, Army Air Forces:

1 Incl  
Schedule

JACK ROBERTS  
Colonel, Air Corps  
Assistant Chief of Air Staff  
Operations, Commitments & Requirements

~~SECRET~~  
DECLASSIFIED

452,1 (1520) C

COPI FOR CG, AAF  
45-2,1  
15-200

DECLASSIFIED

DECLASSIFIED  
 A Part of  
 1st Cavalry Division  
 Army Air Corps  
 17 Case 1430  
 1-73

ESTIMATED AVAILABILITY OF AIRCRAFT AND CREWS FOR M.T.O.

TYPES	As of 30 Sep 44		BEING PREP FOR DEPART		1944		NOVEMBER		DECEMBER		1945		FEBRUARY		
	AIRCRAFT		CREWS		OCTOBER						JANUARY				
	A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews	
B/B	B-17	48	49	55	115	81	145	84	85	80	85	49	85	82	86
	B-24	75	545	87	285	182	544	80	215	141	141	110	235	123	184
M/B	B-25	1	2	1	39	-	42	-	38	46	45	46	46	31	46
	B-26	13	18	20	25	-	47	-	44	-	16	-	24	-	24
L/B	A-20	3	3	3	12	6	15	6	15	4	15	-	-	-	-
	A-26	-	-	-	-	-	-	-	-	-	-	59	12	8	12
FTR	F-30	75	-	84	170	19	42	52	42	45	42	45	42	45	42
	F-37	62	1	22	250	73	84	75	70	61	70	60	70	35	70
	F-51	44	-	21	81	101	80	70	87	73	60	65	60	66	60
M/FTR	F-61	-	-	10	11	23	9	20	9	25	8	6	8	6	8
RCH	F-6	11	-	24	20	26	16	48	52	15	21	14	20	14	22
	F-6	-	5	-	42	Squadron transferred to E. T. O.									
TRANS	C-57	-	1	7	65	-	35	15	14	3	14	10	14	8	19
LIANS	L-5	-	-	-	2	15	-	10	-	3	-	15	-	8	2
AMPH	CA-10	-	-	-	6	4	-	-	-	3	-	1	-	1	-

As of 30 June 1941  
 1000 hrs  
 10/1/76

DECLASSIFIED

NOTE: Figures (October 1944 to February 1945) represent availability in U. S. for shipment to theater.

DECLASSIFIED  
~~SECRET~~

Prepared by AFRL  
 16 October 1944

DECLASSIFIED

SECRET

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By CDR/USN 19/7/76

AFRAL  
AGR/1a/74381  
Rm 3D 1040

DECLASSIFIED  
By Authority of  
The Commanding General  
Army Air Forces  
16 Sep 44  
Date Initials

SEP 19 1944

MEMORANDUM FOR COMMANDER IN CHIEF, ALLIED AIR FORCES,  
MEDITERRANEAN THEATER OF OPERATIONS:

Subject: Estimated Availability of Aircraft and Crews  
for MTO.

1. There is attached for your information, a chart showing the estimated availability (September 1944 to January 1945) of aircraft and crews that are allocated to MTO.
2. The number of aircraft shown are those estimated to become available in the U. S. in the month indicated.
3. Crews listed under monthly headings are expected to graduate during that month. As actual shipment of crews is dependent on numerous factors such as availability of aircraft for flight delivery and availability of other transportation, our weekly messages to the theater will keep you informed of actual departure dates.
4. It is pointed out that the attached chart represents a plan, and, as such, is subject to change.

For the Commanding General, Army Air Forces:

1 Incl.  
Chart

*Noted  
HJH*

Kenneth P. Berquist  
Colonel, Air Corps  
Executive Assistant Chief of Air Staff  
Operations, Commitments & Requirements

OF FOR CG AIR  
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1520  
B

AFRAL

AFROM

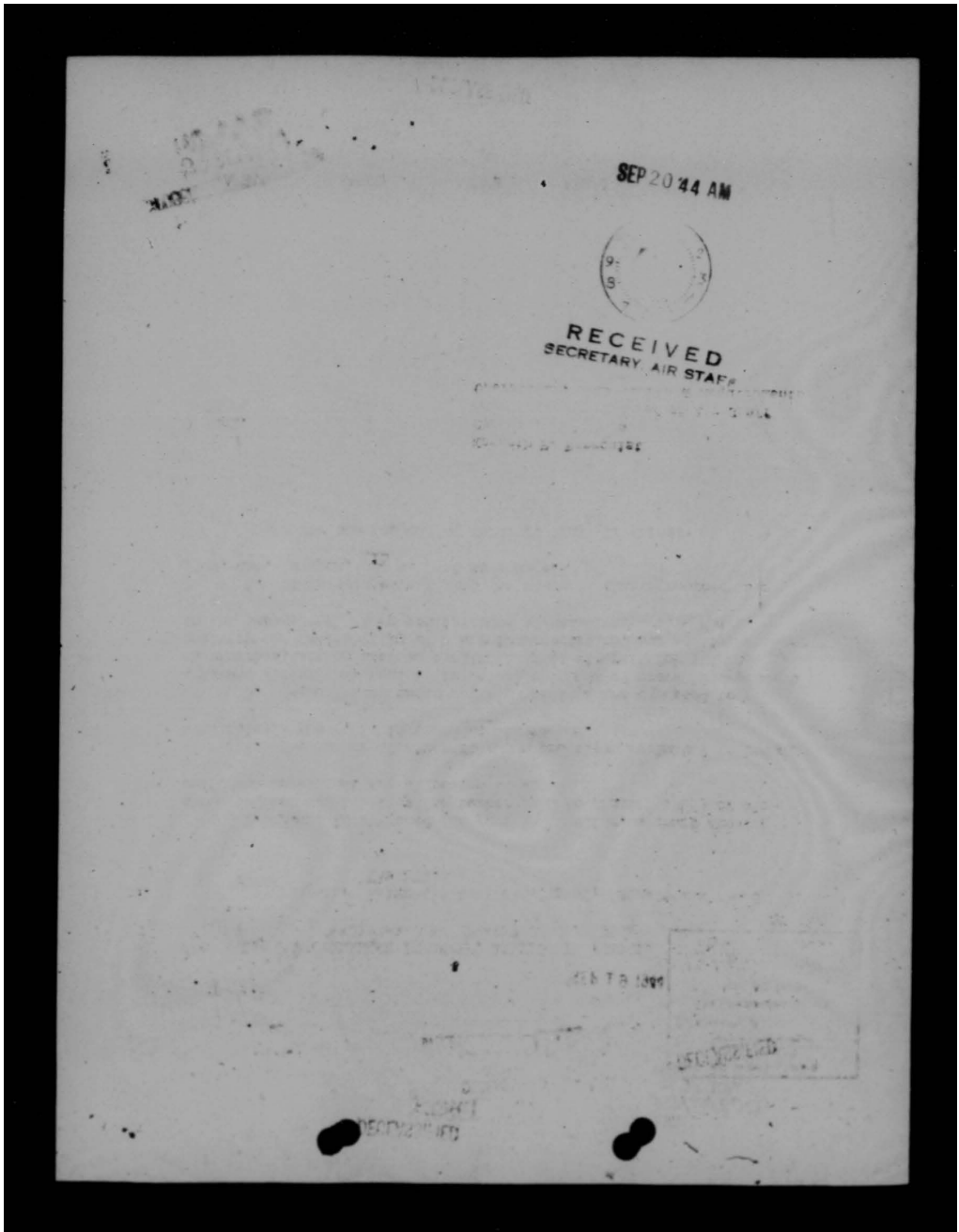
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SC-4781

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By *Allen for Dec 12/76*

**SECRET**  
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 By Authority of  
 The Commanding General  
 Army Air Forces  
*16 Sep 44*  
 Date Initials

ESTIMATED AVAILABILITY OF AIRCRAFT AND CREWS FOR MFO

TYPES		SEPTEMBER		OCTOBER		NOVEMBER		DECEMBER		JANUARY-1945	
		A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews
H/B	B-17	85	136	80	146	107	116	80	118	66	88
	B-24	164	368	128	277	84	218	106	216	115	216
M/B	B-25	-96	40	-	42	-	23	-	23	-	23
	B-26	22	29	40	70	-	47	-	47	-	35
L/B	A-20	5	18	6	15	6	15	7	16	8	15
FTR	P-38	87	170	-	42	27	42	27	42	27	42
	P-47	67	260	83	84	84	84	84	84	84	84
	P-51	65	81	100	60	39	60	39	60	39	60
H/FTR	P-61	7	11	18	9	28	9	18	10	23	10
RECON	F-5	37	15	35	4	36	44	15	20	14	21
	F-6	-	-	-	6	-	3	-	3	-	3
TRANS	C-47	9	73	15	86	-	14	-	14	7	14
LIAISON	L-5	26	2	-	-	16	2	3	2	3	2
AMPH	OA-10	2	4	2	-	1	1	2	-	1	-

**NOTE:** Figures represent availability in U. S. for shipment to theater.

\* Proposal of conversion of one (1) group, B-25's to B-25's, covered in our cable WAR 31125 dated 15 September 1944.

DECLASSIFIED

APRIL  
 16 September 1944

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DECLASSIFIED  
DECLASSIFIED  
DND 102  
8 Jan. & 20 June 1974  
By: [Signature] 15/76

SECRET  
DECLASSIFIED  
The Commanding General  
Army Air Forces  
16 Sep 44 NAD  
Date  
Wrtm: 16 Sept 44  
18 SEP 1944

MEMORANDUM FOR COMMANDING GENERAL, U. S. STRATEGIC AIR FORCES IN EUROPE:  
(Attention Statistical Control Office (Captain Leffert)).

Subject: Estimated Availability of Aircraft and Crews for ETO and MTO.

1. In accordance with verbal conversation between Captain Leffert, Statistical Control Office, Headquarters, U. S. Strategic Air Forces, and Colonel Parker, office of Asst Chief of Air Staff, Operations, Commitments & Requirements, Headquarters, Army Air Forces, there are attached for your information (1) Chart A, showing the estimated availability (September 1944 - January 1945) of aircraft and crews that are allocated to ETO, and (2) Chart B, showing those allocated to MTO.

2. The number of aircraft shown are those estimated to become available in the U. S. in the month indicated.

3. Crews listed under monthly headings are expected to graduate during that month. As actual shipment of crews is dependent on numerous factors such as availability of aircraft for flight delivery and availability of other transportation, our weekly messages to the theaters will keep you informed of actual departure dates.

4. It is pointed out that the attached charts represent a plan, and, as such, are subject to change.

For the Commanding General, Army Air Forces:

2 Incls.  
Chart A  
Chart B  
SC4762

Kenneth P. Bergquist  
Colonel, Air Corps  
Executive, Asst Chief of Air Staff  
Operations, Commitments & Requirements

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DND 102  
8 Jan. & 20 June 1974  
By: [Signature] 15/76  
CHART "A"

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DECLASSIFIED

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DND 102  
8 Jan. & 20 June 1974  
By: [Signature] 15/76  
NAD

ESTIMATED AVAILABILITY OF AIRCRAFT AND CREWS FOR ETO

TYPES	SEPTEMBER		OCTOBER		NOVEMBER		DECEMBER		JANUARY-1945		
	A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews	
H/B	B-17	374	384	250	464	188	404	222	404	224	382
	B-24	24	128	28	524	28	281	111	160	104	275
M/B	B-26	23	95	-	120	-	120	52	120	-	75
L/B	A-20	13	53	10	45	10	45	-	45	-	-
	A-26	80	-	74	-	94	-	115	-	159	50
PTRS	P-38	7	66	-	42	-	42	-	42	22	42
	P-47	302	374	208	224	77	224	103	224	144	224
	P-51	321	242	193	168	117	188	117	168	117	188
M/PTR	P-61	-	-	-	4	-	4	-	4	2	4
RECON	P-5	20	25	25	25	15	41	16	24	16	25
	P-5	106	27	18	18	16	19	13	18	20	18
TRANS	C-47	71	20	39	162	72	242	53	214	53	67
LIAISON	L-5	-	-	-	-	16	-	16	-	16	-
AMPH	Oa-10	-	-	-	1	1	-	1	-	1	1

NOTE: Figures represent availability in U. S. for shipment to theater.

In accordance with cable request from General Spaatz (U 68095 dated 15 September 1944), forty-five (45) additional P-38's will be available during October.

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AFRAL  
16 September 1944

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DECLASSIFIED

DECLASSIFIED

8 Jan 6 20 June 1974  
By: *Allen/...* Date: 10/7/76  
CHART "B"

16 Sept 44 *NSP*

ESTIMATED AVAILABILITY OF AIRCRAFT AND CREWS FOR MTO

TYPES		SEPTEMBER		OCTOBER		NOVEMBER		DECEMBER		JANUARY-1945	
		A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews	A/C	Crews
H/B	B-17	83	136	80	146	107	116	90	116	66	86
	B-24	164	366	133	277	54	216	106	216	116	216
M/B	B-25	-96	40	-	42	-	23	-	23	-	23
	B-26	22	29	40	70	0	47	0	47	0	36
L/B	A-20	5	18	6	15	6	15	7	15	8	16
FTRS	F-38	87	170	-	42	27	42	27	42	27	42
	F-47	67	260	63	84	54	84	54	84	54	84
	F-51	65	81	100	60	39	60	39	60	39	60
M/FTR	F-51	7	11	18	9	28	9	18	10	23	10
RECON	F-5	37	15	35	4	36	44	13	20	14	21
	F-8	-	-	-	6	-	3	-	3	-	3
TRANS	C-47	9	78	15	86	-	14	-	14	7	14
LIAISON	L-5	26	2	-	-	16	2	3	2	3	2
AMPH	CA-10	2	4	2	-	1	1	2	-	1	-

NOTE: \* Due to non-availability of B-26's it is proposed to convert one (1) B-26 Group to B-25's.

Figures represent availability in U. S. for shipment to theater.

DECLASSIFIED

APRIL  
16 September 1944



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DOO 183

By: 08/01/76 Date: 10/7/76  
DE

TO: Assistant Chief of Air Staff, Training

Date: 20 Sept 1944

FROM: Secretary of Air Staff

Comment No. 4  
WDG:JB 5709

Attention is invited to comment #3.

Signed

T. A. FITPATRICK,  
Colonel, U. S. C.,  
Secretary, Air Staff.

13-21

13-19

Handwritten: JUL 21-44

UNCLASSIFIED  
20 SEP 1944  
MAG

OFFICE SYMBOL	1	2	3	4	5	6
RESPONSIBLE OFFICERS						
INTERNAL OFFICE COORDINATION						

**SECRET**

5A2 452.1 (157)

SECRET  
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DOD 100  
By: *Alb/JS* Date: *10/2/76*

Assignment of B-24 No. 42-90924

Office, Deputy Commander, Army Air Forces

19 Sep 1944

AC/AS, OCR - Commitments Division

3  
AJSide 71050

1. Necessary instructions have been issued providing for the movement of B-24 aircraft referred to in Comment 1, above. For your information, Project 92891-S has been established to cover movement of subject aircraft.

2. General Spats has been advised in Message WAR 32624 dated 18 September 1944 reference movement and use of this airplane.

W. F. Fletcher, Lt. Colonel, A. C.  
to: **L. MOSLEY**  
Colonel, Air Corps

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~~SECRET~~  
SAs: *452.1 (1517)*

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DECLASSIFIED  
DOD 100  
By: *Alb/JS* Date: *10/2/76*

B-29 Modifications.

AC/AS, Materiel and Services.

18 Sept. 1944

Chief of the Air Staff.

1  
MAL/gwd/3575

1. I desire that you report to me the present status of modifications on B-29 aircraft now destined for the 73rd Wing.

Signed  
**BARNEY M. GILES,**  
Lieutenant General, U.S.A.,  
Chief of the Air Staff.

*452.1 (1517)*

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18 SEP 1944  
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*Copy for SAs  
SAs 452.1 (1517)*

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DECLASSIFIED  
DOD 785

By *abf* Date *10/17/76*

11 SEP 1944

MEMORANDUM FOR GENERAL ARHOLD

SUBJECT: Status of Special Changes on 73rd Wing Airplanes.

1. There is forwarded for your information our existing plan for incorporation of the special changes, now being accomplished at Oklahoma City on 73rd Wing airplanes, in all other airplanes. The changes referred to include:

- a. Ducted engine baffles.
- b. Cylinder head oil cross-over tubes.
- c. Actuated upper cowl flaps.
- d. Detachable ball jointed collector rings.
- e. Revised bomb bay door actuating mechanism.

2. Our present plan is to incorporate the above changes on all 73rd Wing airplanes and on all other airplanes delivered to using organizations during October and subsequently. Units already in service will be provided with kits to make changes in the field as soon as availability of parts permits.

3. Production of parts and kits is being accelerated at the maximum possible rate with production being allocated in the following order of priorities:

- a. 73rd Wing airplanes being modified at Oklahoma City.
- b. Modification Centers.
- c. Engines undergoing overhaul at Oklahoma City and Sacramento.
- d. II Bomber Command.
- e. Second Air Force.

4. It is expected that the engine modifications will be accomplished at modification centers after 1 October with Oklahoma City standing by to take care of any airplanes which may come through without incorporation of all changes. The engine plants are currently being provided with cross-over tubes and ducted baffles. Production engines incorporating the latest changes are expected to be delivered by approximately 5 October from Wright and 15 October from Dodge.

5. A detailed supporting study on the subject changes is attached herewith.

1 Encl.  
Study 11 Sept 44 on 73rd Wing Special Changes.

(Signed) O. F. Echols  
O. F. ECHOLS  
Major General, U.S.A.,  
Asst. Chief of Air Staff,  
Material and Services

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452.1 (15K)

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DECLASSIFIED  
DOD 785

By *abf* Date *10/17/76*

11 September 1944

MEMORANDUM FOR GENERAL ECHOLS

SUBJECT: Progress on incorporation of 73rd Wing Special Changes in B-29 Airplanes.

1. The special changes being incorporated in 73rd Wing airplanes are as follows:

- a. Ducted engine baffles.
- b. Cylinder-head oil cross-over tubes.
- c. Actuated upper cowl flaps.
- d. Detachable ball jointed collector rings.
- e. Revised bombay door actuating mechanism.

2. We are planning to incorporate these changes in B-29 airplanes as follows:

a. At Oklahoma City, on the 135 airplanes of the 73rd Wing plus the 10 photographic ships to be delivered out of modification centers by 30 September.

b. At modification centers, on all B-29's to be delivered after 1 October with Oklahoma City standing by to accomplish changes which modification centers may not be able to pick up as planned.

c. In the field, on all B-29's now in service as follows:

(1) Shipments of baffles and cross-over tubes to the 2nd Air Force will begin 10 September 1944 and a quantity sufficient for approximately 150 airplanes will have been made available by 15 October 1944.

(2) Shipment of cross-over tubes to the II Bomber Command will go forward concurrently with shipments to the Second Air Force.

(3) Incorporation of revised bombay door installation, actuated upper cowl flaps, and ball jointed collector rings in 2nd Air Force airplanes will be accomplished by technical order.

(4) Parts for the revised bombay door installation and the ball jointed collector rings have already been provided to the II Bomber Command.

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~~CONFIDENTIAL~~

MEMORANDUM FOR GENERAL ECHOLS

-2-

11 September 1944

3. Production engines will be provided with ducted baffles and cross-over tubes beginning approximately 5 October from Wright and 15 October from Dodge. In the meantime, Oklahoma City is reworking engines coming for overhaul. Cross-over tubes are being produced by Oklahoma City Air Depot at the rate of 32 engine sets per day to implement the supply kits from the engine manufacturers.

4. As of this date, Oklahoma City has received the following number of airplane sets of subject kits for the 65 B-29's delivered out of modification centers to the depot to date:

- a. 72 - baffles
- b. 126 - upper cowl flaps
- c. 128 - front collector rings
- d. 123 - snap opening doors
- e. 119 - cross-over tubes
- f. 600 - speeder springs

5. The requirements and planned allocations of available parts and kits are shown in the attached five tables.

C. S. IRVINE,  
Colonel, Air Corps,  
Chief, Modification Division,  
Office, AC/AS, Materiel & Services.

5 Encls.

- Cross-over tube allocation sched.
- Baffle allocation sched.
- Cowl flap allocation sched.
- Ball joint allocation sched.
- Bomb door kit allocation sched.

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GPO 1963  
By: Rev/1/10 Date: 10/17/96

AFARP  
RMS 1280  
7h055  
wtm: 3 Oct 44

7 OCT 1944

**SUBJECT:** U. S. Navy Requirements, Army-Produced Aircraft -  
Revisions in.

**TO:** Chief of Naval Operations,  
Navy Department,  
Washington 25, D. C.

1. This is to acknowledge receipt of your letter dated 4 September 1944, subject as above.
2. The numbers of aircraft requested by you have been incorporated in the estimated requirements of aircraft produced under the cognizance of the Army Air Forces.
3. Present indications are that your requirements can be satisfied with the exception of the following:
  - a. The B-25 goes out of production in the last half of 1945. We hope the A-26 will be available in sufficient numbers by that time to fulfill this shortage.
  - b. It is extremely doubtful that C-54 production will even meet Army Air Forces requirements. However, we can make a number of C-46 aircraft available to supplement any agreed allocation of C-54 aircraft made at the time of the review of allocations in November.
  - c. It is also doubtful that UC-45 production will meet the Army Air Forces requirements, but your request will be considered in the review of allocations in November.

1521  
1515

Signed

BARNEY M. GILES,  
Lieutenant General, U. S. Army,  
Deputy Commander, Army Air Forces.

7 OCT 1944

DECLASSIFIED

COPY TO: S/AS

AS 4521 1515

**SECRET**  
DECLASSIFIED

DECLASSIFIED  
DDO #10  
8 Jan & 20 June 1974  
By 1800/10 DC Date 10/2/76

NAVY DEPARTMENT  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
WASHINGTON

Op-31-01-HDR/1h  
(SC)A4-1/VV  
Serial: 0193331

4 Sep 1944

From: Chief of Naval Operations.  
To: Commanding General, U. S. Army Air Forces.  
SUBJECT: U. S. Navy Requirements, Army-Produced Aircraft -  
Revisions in.

1. Revisions have been completed in the Naval Air Program which reflect changes demanded by recent operational experience. No further changes are anticipated upon the termination of hostilities in the ETO, as the result of this consideration.

2. No changes are desired in allocations heretofore established for the remainder of 1944.

3. 1945 requirements are listed below. For convenience, previously established tentative allocations are given, together with requested changes. The two halves of one year are treated separately since past precedent calls for firm allocations for the first half of the year and tentative figures for the last half.

(a) B-24

	1st Half						2nd Half						1945	
	Jan	Feb	Mar	Apr	May	Jun	Total	Jul	Aug	Sep	Oct	Nov		Dec
Present Allocation, (Recently Revised):	6	6	6	6	6	6	36							
New Requirement:	4	4	4	4	4	4	24	4	4	4	4	4	4	24
														48

Basis for request: Aircraft required to sustain attrition on existing photographic squadrons. B-24 required due to altitude limitations of PB4Y-2.

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Op-31-01-HDR/lh  
(SC)A-4-1/VV  
Serial: 0193331

DECLASSIFIED

SUBJECT: U. S. Navy Requirements, Army-Produced Aircraft -  
Revisions in.

Squad- rons on Hand	Squad- rons UE	Total UE	Reserve (% of UE)	Monthly At- trition (% of UE)	Gross Re- quirement	Less Es- timated Inventory	Alloca- tion Re- quired
First Half							
4	6	24	63%	17%	63	39	24
Second Half:							
4	6	24	63%	17%	63	39	24

Allocation requested: First Half: ~~24~~ 24  
Second Half: 24

(b) B-25

											1st Half					End Half	1945
Jan	Feb	Mar	Apr	May	Jun	Total	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total			
Present Allocation:																	
						124									124		
New Requirement:																	
25	20	20	20	20	20	125	21	20	20	20	20	20	121	244			

Basis for request: Aircraft required to sustain attrition on  
existing Marine VMS squadrons.

Squad- rons on Hand	Squad- rons UE	Total UE	Reserve (% of UE)	Monthly At- trition (% of UE)	Gross Re- quirement	Less Es- timated Inventory	Alloca- tion Re- quired
First Half:							
16	12	243	53%	10%	518	395	123
Second Half:							
16	12	232	53%	10%	494	373	121

Allocation requested: First Half: 123  
Second Half: 121

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**SECRET**  
**DECLASSIFIED**

Op-31-01-NDR/1h  
(30)44-1/VV  
Serial: 0193351

**SUBJECT: U. S. Navy Requirements, Army-Produced Aircraft - Revisions in.**

**Note:** In accordance with oral agreement between Vice Admiral McCain and Lieutenant General Giles at the time present allocations were established, and in view of the production status of this model, this bid should be considered as "B-25 and/or B-26."

(c) L-5

1st Half							2nd Half					1945		
Jan	Feb	Mar	Apr	May	Jun	Total	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
<b>Present Allocations</b>														
<b>New Requirement:</b>														
5	5	5	5	5	5	30	5	5	5	5	5	4	29	59

**Basis for request:** Aircraft required to sustain attrition on existing Marine artillery observation units.

Total UE	Reserve (% of UE)	Monthly Attrition (% of UE)	Gross Requirement	Less Estimated Inventory	Allocation Required
<b>First Half:</b>					
49	63%	10%	109	79	30
<b>Second Half:</b>					
49	63%	10%	109	80	29
<b>Allocation Requested: First Half: 30</b>					
<b>Second Half: 29</b>					

(d) C-54

1st Half							2nd Half					1945		
Jan	Feb	Mar	Apr	May	Jun	Total	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
<b>Present Allocation:</b>														
5	5	5	5	5	-	25								
<b>New Requirement:</b>														
25	25	25	25	25	25	150	25	25	25	25	25	25	150	300

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**SECRET**

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DECLASSIFIED

CG-31-01-NDR/1h  
(SC)A4-1/VV  
Serial: 0193331

**SUBJECT:** U. S. Navy Requirements, Army-Produced Aircraft -  
Revisions in.

Basis for request: New requirement as shown provides for revised Naval Air Transport Service complement of 205 planes (164 operating, 41 supporting spares) and for a total of 139 planes (111 operating, 28 supporting spares) for assignment other than to MATS. In the latter category a total of 36 operating planes are set up for 6 existing Evacuation Squadrons, 65 operating planes for 4 existing Marine Transport Squadrons, and 10 operating planes for special assignments. While squadrons concerned are now in commission (operating with less desirable equipment) and the need exists at the present time for the major portion of requirements shown, it is realized that the maximum production of the C-54 type will not permit the attainment of full AAF and Navy program requirements for a considerable period. The schedule listed above is based upon attainment of full Navy program level by 31 December 1945. Present production schedules call for a total production of C-54s in 1945 as follows:

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
86	91	104	110	117	121	127	134	135	135	135	135	1430

In order to effect a fair distribution of this production and to permit concurrent attainment of full program level by the AAF and the Navy, it is proposed that the Navy be allocated 20% of the monthly production of C-54s throughout 1945, and that the remaining 80% be allocated to the AAF.

Allocation requested: First Half: 20% of monthly production.  
Second Half: 20% of monthly production.

(e) C-46

Jan.	Feb	Mar	Apr	May	Jun	1st Half Total	Jul	Aug	Sep	Oct	Nov	Dec	2nd Half Total	1945 Total
Present Allocation:														
						74							74	
New Requirement:														
						None	-	2	1	2	1	2	-	8

Basis for request: Aircraft required to sustain attrition on existing Marine transport squadrons.

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Op-31-01-MDR/1h  
(SC)A4-1/VV  
Serial: 0193331

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SUBJECT: U. S. Navy Requirements, Army-Produced Aircraft - Revisions in.

Squadrons on Hand	Squadrons UE	Total UE	Reserve Monthly Attrition (% of UE)	Monthly Attrition (% total on hand)	Gross Requirements	Less Estimated Inventory	Allocation Required
First Half: 6	15	92	25%	1%	123	125	0
Second Half: 6	15	92	25%	1%	123	115	8

Allocation requested: First Half: 0  
Second Half: 8

(f) C-47

1st Half						2nd Half						1945	
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Present Allocation:													
84												84	
New Requirement:													
None						None						-	-

(g) UC-45

1st Half						2nd Half						1945	
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Present Allocation:													
22												22	
New Requirement:													
14	14	14	14	14	15	7	7	6	6	6	6	38	121

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Op-31-01-MDR/1h  
(SC)A4-1/VV  
Serial: 0193331

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SUBJECT: U. S. Navy Requirements, Army-Produced Aircraft - Revisions in.

Basis for request: Increase in requirements previously scheduled necessary to permit replacement of less desirable types (UC-78 and J4F) and to reduce number of types assigned for utility and light transport (twin engine) to UC-45 and J4F. Thereafter, 6-7/mo. required to sustain attrition. No squadron organization involved. On-hand estimate as of 1 January is 157. Attrition computed at 1%/mo. of total on hand.

Allocation requested: First Half: 83  
Second Half: 38

(h) P4-14

1st Half						2nd Half						1945	
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Present allocation:													
60	60	60	40	-	-							220	
New requirement:													
40	40	40	40	40	40	240	40	40	40	40	40	240	480

Basis for request: The present allocation was established on the basis of expenditure of 60/mo., with current procurement expiring with the allocation of 60 in April, 1945. Revised requirements for 1945 call for an average of 40/mo. throughout the year. Retention of the current allocation schedule for the first half of the year, plus 20 articles, would be satisfactory to the U. S. Navy, if desired by the AAF, with the continuation at 40/mo. established for the balance of the year.

Allocation requested: First Half: 240  
Second Half: 240

(i) R-4 R-5 R-6

Since it is considered impracticable to establish a realistic allocation schedule on these models at this time, due to production uncertainties, only the total number of each model desired between this date and the end of 1945 will be indicated in this study. It is requested that when the allocations can be established, provision be made to block the following totals for the U. S. Navy:

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Op-51-01-NDR/1h  
(SC)A4-1/VV  
Serial: 0198351

SUBJECT: U. S. Navy Requirements, Army-Produced Aircraft -  
Revisions in.

<u>Model</u>	<u>Total Quantity Required between 9/1/44 &amp; 12/31/45</u>	<u>Remarks</u>
R-4	20	Deliveries should be completed in 1944.
R-5	36	Deliveries should begin in 1944.
R-6	<u>36</u>	Deliveries should begin in 1944.

\*Total Allocation  
Requested 92

\* 9/1/44 through 12/31/45.

4. It is appreciated that all of the foregoing models are not normally allocated by final JCS action. However, it is considered to be proper that the Navy submit, in one paper, a complete forecast of Army for Navy production requirements for production planning as well as for eventual allocation through appropriate channels. If the figures given herein can be presented as the requirements of the Navy at the monthly meetings of the AAF Requirements Board, smoother production planning should result. Any future changes in Navy requirements will be transmitted as amendments to this request.

/s/ Aubrey W. Fitch

AUBREY W. FITCH  
By direction

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--- ~~CONFIDENTIAL~~

TO: Chief of the Air Staff

DATE: 3 Oct 1944

FROM ACAS Plans

Comment No. 4  
HVD:mec 71127

Attached draft rewritten in *accordance* compliance with Comments 2 and 3 above.

~~CONFIDENTIAL~~

G. C. JAMISON,  
Brigadier General, U. S. A.,  
Chief, Logistical Plans Division.

Incls - draft as rewrtn;  
orig ltr frm Navy 4 Sep 44

DECLASSIFIED  
EOD hrs

DECLASSIFIED

By *ALW* / *10/17/76*  
Date

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APAEF  
RMS:mec  
74055  
wtn: 3 Oct 44

7 OCT 1944

**SUBJECT:** U. S. Navy Requirements, Army-Produced Aircraft -  
Revisions in.

**TO:** Chief of Naval Operations,  
Navy Department,  
Washington 25, D. C.

1. This is to acknowledge receipt of your letter dated 4 September 1944, subject as above.
2. The numbers of aircraft requested by you have been incorporated in the estimated requirements of aircraft produced under the cognizance of the Army Air Forces.
3. Present indications are that your requirements can be satisfied with the exception of the following:
  - a. The B-25 goes out of production in the last half of 1945. We hope the A-26 will be available in sufficient numbers by that time to fulfill this shortage.
  - b. It is extremely doubtful that C-54 production will even meet Army Air Forces requirements. However, we can make a number of C-46 aircraft available to supplement any agreed allocation of C-54 aircraft made at the time of the review of allocations in November.
  - c. It is also doubtful that UC-45 production will meet the Army Air Forces requirements, but your request will be considered in the review of allocations in November.

Signed

BARNEY M. GILES,  
Lieutenant General, U. S. Army,  
Deputy Commander, Army Air Forces.

7 OCT 1944  
AAG

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COPY TO: OFFICE OF SIGNATURE

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8 Jan. & 22 June 1974  
By AD/AS G, Date 10/17/76

U. S. Navy Requirements, Army-Produced Aircraft - Revisions in.

Deputy Chief of the Air Staff

18 Sep 44

Assistant Chief of Air Staff, Plans.

1  
RHS/hmh/74066

1. The inclosed letter to the Chief of Naval Operations, on the above subject, has been prepared for signature.

Signed

G. C. JAMISON  
Brig. Gen., U. S. A.  
Chief, Logistical Plans.

Incls:

Dft ltr to C/Naval Operations, abv subj.

Ltr fm C/Naval Operations, abv subj, dtd 4 Sep 44.

15-2,1  
15/5

TO: Deputy Chief of the Air Staff

DATE

FROM: AG/AS, Operations, Commitments & Requirements.

COMMENTS. 2  
GWY/hmh/74381

1. Attached letter to the Chief of Naval Operations has been resubmitted to this office for comment.

2. The proposed letter is concurred in with one exception. With reference to the UC-45's, it seems doubtful if the increased allocation to the Navy can be made without serious interference with the Army Air Force requirements. It is suggested, therefore, that a sub-paragraph be added to the letter informing the Navy Department that the increased allocation of UC-45's is doubtful but will be considered in the review of allocations in November.

3. If the Navy allocation were increased as requested, it would be necessary to increase production by a corresponding amount.

15-2,1

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SAS -

-1-

15-2,1 (15/5)



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DDO H's

8 Jan. & 20 June 1971  
By *ad/ops* JC, Date *10/17/76*

U. S. Navy Requirements, Army Produced Aircraft - Revisions in.

Deputy Chief of the Air Staff

8 0 SEP 1944

AC/AS, Operations, Commitments and Requirements

2 cont

4. The suggested sub-paragraph would read:

"c. It is also doubtful that UC-45 production will meet Army Air Forces requirements, but your request will be considered in the review of allocations in November."

2 Incls.  
n/c

WILLIAM F. McKEE  
Colonel, G.S.C.  
Deputy, Asst. Chief of Air Staff  
Operations, Commitments & Requirements

TO: AC/AS - Plans.

DATE 30 Sept 1944

FROM: Chief of Air Staff

COMMENT NO. 3  
WDG/mkm/8791

Attention is invited to Comment No. 2.

2 Incls.  
n/c

C. J. MARA  
Colonel, A. C.  
Asst. Secy., Air Staff

1 5 1944

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DDO Hqs

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9 Jan & 20 June 1974  
By Q. Davis / JC. Date 8/7/76

Test of Emerson 128 Ball Nose Turret in B-24 Type Airplane, AAF Board Proj. (M-5) 43

Asst C/AS, M&S

SEP 8 1944

Asst C/AS, OCR

2  
Capt Michels/alj/2960

The test report pertaining to Emerson 128 ball turret in the nose of B-24 aircraft has been reviewed by this office. The provisions contained in paragraphs 3 and 4 of the subject report are approved, and it is requested that prior to the acceptance of production turrets for installation in B-24 aircraft, that the modifications deemed necessary in paragraph 4a, 1 through 6, be incorporated into the turret wherever possible. Production of the turret should not be delayed for the installation of these items, but all of the subject modifications are to be incorporated as soon as is possible.

1 Incl  
A/cy w/d

Bomb Br \_\_\_\_\_

A/C Sec \_\_\_\_\_

AFREQ \_\_\_\_\_

AFREC \_\_\_\_\_

M. A. Craig  
Major General, U. S. Army  
Asst. Chief of Air Staff  
Operations, Commitments & Requirements

452.1 (1512)

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8 Feb 1974

~~CONFIDENTIAL~~

New Lambert label SC-4383 2 SAs 452.1 (1512)

~~CONFIDENTIAL~~  
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DDO Hqs

9 Jan & 20 June 1974  
By Q. Davis / JC. Date 8/7/76

B-29 Airplanes.

General Echols.

6 Sept. 1944

General Giles.

1  
BMG/no/3873

1. General Arnold wants you to have prepared, for his signature, a letter to all Commands and Bases using B-29 airplanes, stating briefly what action has been taken to make this airplane safer for operations. Believe that you should include in this letter detailed items that were involved in cooling the engines. The main purpose of this letter is to let the Service know that every thing possible is being done to produce more B-29's and better B-29's.

2. Suggest you prepare a draft and I will get General Arnold's O.K. prior to final preparation of the letters. Would like to have this draft within the next day or two.

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

452.1 (1512)

7 SEP 1944  
AMG

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DOO 1175  
By *Alan/AC* Date *10/2/76*

C-46 Airplanes.  
General Hobbs.  
General Giles.

6 Sept. 1944

BHQ/na/3573

1. General Arnold has directed this date that no more changes be made on the C-46 airplane that will hold up production in any way. He received reports from some source, not known to me, that it is very difficult to produce this airplane, since there were too many changes being made. At the same time he received a report from the CBI Theatre that they are keeping about 80% of C-46's in commission. Take action accordingly.

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

UNRECORDED  
7 SEP 1944  
AMG

~~SECRET~~

452.1 (1511)

~~CONFIDENTIAL~~

DECLASSIFIED  
DOO 1175  
By *Alan/AC* Date *10/2/76*

AFRDB

6 SEP 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Incorporation of Scanning Blisters in B-24 Aircraft

1. Reference is made to cable from Caserta, dated 21 August 1944, No. MI 26816, on the log sheet of which General Arnold made the following comment, "OK."
2. Action has been initiated to insure incorporation of visibility blisters for bombardier and navigator in all B-24 airplanes for the Fifteenth Air Force.
3. The Fifteenth Air Force has been notified that their request for authority to return prototype B-24 aircraft incorporating their desired modifications to the United States has been approved.

H. A. Craig  
Major General, U. S. Army  
Asst. Chief of Air Staff  
Operations, Commitments & Requirements

~~CONFIDENTIAL~~

452.1 (1574)

B-24 Single-tail Airplanes.

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By ae Date 10/2/76

5 Sept '44

General Echols

General Giles.

BMG/no/3373 1

1. A report was made to General Arnold that we are not getting enough of the B-24 single-tail airplanes. Further, that the single-tail airplane was far superior to the double-tail; that the Navy were getting all the delivery and that we would not start delivery for a number of months. General Arnold stated that he was of the opinion that we did not take the single-tail due to the fact it was giving too much trouble. I pointed out to him that this was a major modification and at the time it was taken by the Navy we could not sacrifice that loss in production even though the single tail was superior to the double-tail.

2. Please give me full information on this subject.

~~Barney~~  
BARNEY M. GILES,  
Lieutenant General, U.S.A.,  
Chief of the Air Staff.

4521  
1509

5 SEP 1944  
AG

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4521 1509

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By ae Date 10/2/76

B-24 Single-tail Airplanes.

General Echols

General Giles

12 Sept. 1944

PWT/gwd/3373 3

1. From your report, the advantages of the single-tail B-24 are obvious, and I believe should be pushed to the maximum to get this airplane in the fight as soon as possible. I believe the single-tail feature should be put out independent of the engine and nose turret changes, if those changes delay the program.

2. For Ford to duplicate previous engineering seems preposterous at this stage of the game, as these two companies have been working together for some time, and should understand each other methods.

3. Will you see what you can do to push this up?

(Signed)  
BARNEY M. GILES,  
Lieutenant General, U.S.A.,  
Chief of the Air Staff.

4521  
1509

13 SEP 1944  
AG

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4521 1509

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600 hrs  
By: [signature] / [signature]  
Date: 12/15/76

5 September 1944

MEMORANDUM FOR: GENERAL GRANT  
GENERAL GEORGE.

1. General Arnold is of the opinion that we are setting up too many Air Transport aircraft to haul casualties back from the Pacific. He directed that we plan on picking up these casualties from the Island Bases and hauling them back to the main hospitals where necessary and that in emergencies to bring back certain cases to the States.
2. He further directed that normal hospital ships be used where practicable and not to over-tax ourselves in trying to provide air transportation for cases that should be hauled in hospital ships.
3. Give me your plan for evacuating the casualties from the Pacific and European Theaters.
4. Draft a policy for the Army Air Forces covering this subject.

3 93204

452.1 (1508)

WALTER WHITE BORN  
1101 1274380-1  
VEGETABLE  
HARNEY M. GILES,  
Lieutenant General, U. S. A.  
Chief of the Air Staff.



MAR 2 1944

Return to Sec. Air Staff  
R. 3 E - 1049  
[signature]  
SW 452.1 (508)

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AIR TRANSPORT COMMAND  
Central Mail Room

*[Faint, mostly illegible typed text]*

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DDO Pro

Jan 6 20 June 1974

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10/2/76

5 September 1944

MEMORANDUM FOR: GENERAL GRANT  
GENERAL GEORGE.

1. General Arnold is of the opinion that we are setting up too many Air Transport aircraft to haul casualties back from the Pacific. He directed that we plan on picking up these casualties from the Island Bases and hauling them back to the main hospitals where necessary and that in emergencies to bring back certain cases to the States.
2. He further directed that normal hospital ships be used where practicable and not to over-tax ourselves in trying to provide air transportation for cases that should be hauled in hospital ships.
3. Give me your plan for evacuating the casualties from the Pacific and European Theaters.
4. Draft a policy for the Army Air Forces covering this subject.

Wmms  
BARNBY M. GILES,  
Lieutenant General, U. S. A.  
Chief of the Air Staff.

452.1

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*[Handwritten notes and signatures]*  
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a.  
452.1 (1500)

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IDENTICAL  
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*Mike*  
⑨

By *W. J. C. D. 10/2/76*

DAS

Installation of the SAC-7 Tail Turret in B-24 Aircraft

Asst C/AS, M&S, Materiel Division, Production Branch

MMS 2810M

Asst C/AS, OCR, Requirements Division

1  
Capt Michel/alj/P960

1. Representatives of this office on a recent visit to Eglin Field inspected and operated the SAC-7 tail turret which is a stripped down version of the Dash 5 turret. This turret weighs 260# pounds less than the standard turret, and it is the consensus of opinion both of this office and the Materiel Command personnel that the subject turret is much better suited from an accuracy and fire power standpoint to installation in the tail of B-24 aircraft than is the Ball power boost mount.

2. In view of the above, it is requested that immediate plans be made to install the SAC-7 tail turret in all combat aircraft. Training aircraft will not be fitted with the Dash 7 turret until they are available in quantities sufficient to do so without interfering with the installation thereof in combat aircraft. These turrets and the aircraft wherein they are installed must be placarded to indicate that a saving in weight of 260 pounds has been made, and that the weight and balance figures have been corrected accordingly. Failure to do this will result in considerable confusion due to the fact that externally the subject turret is identical with the Dash 5 Motor Products turret.

3. In the event that progress on the Ball power boost or hand held guns has reached the point of installation in B-24 aircraft, it is requested that these be continued until such time that the Dash 7 turret can be installed.

4. It is requested that this office be informed of the expected date of the initial installation of the Dash 7 turret.

45-211

1507

Reb Br \_\_\_\_\_

A/C Sec \_\_\_\_\_

*W. J. C. D.*  
HERVIN E. GROSS  
Brigadier General, USA

SC 4178

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SPS 452.1

1507

*New Timberlake*



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ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON 25, D. C.

ATTENTION:

HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON

29 August 1944

*8/30/44*  
*Call*  
*Wright*  
*States*  
*for Rem. Award*

*Materiel*  
*Div*

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES

ATTENTION: Colonel F. M. Dean

1. Reference Bell B-29 airplane at Natal, arrangements have been made for a Bell engineer to proceed to Natal for the purpose of effecting necessary repairs and rework on subject Bell airplane No. 42-62378.
2. Contact has been made with engineers at Materiel Command and at Bell Aircraft for the purpose of following up this difficulty to determine whether it will be necessary to rework other Bell airplanes. Preliminary steps have been taken toward the preparation of a Technical Order for a field fix on Bell airplanes if further inspection indicates a necessity therefore. Bell airplanes will be reinforced at the point of failure on future deliveries.
3. The failure is initially in the thin skin (.025 gauge) at the point where it is spot welded. It is understood that a total of eight cases have been reported.
4. Contact is being made with Boeing engineering to investigate the possibility of re-occurrence of the same type of difficulty on airplanes built by Boeing and Martin Aircraft. My office is in possession of full information as to the present location of each of the approximately 70 airplanes so far delivered by Bell so that immediate steps can be taken to issue necessary instructions regarding rework if deemed advisable.
5. The undersigned will proceed to Wright Field for the purpose of a conference with Materiel Command engineers on this matter tomorrow morning and thence to Oklahoma City in connection with the entire 73rd Wing problem; thence to Marietta for a follow up on this particular difficulty on Bell airplanes.

*452.1*

*(1505)*

*[Signature]*  
C. S. IRVINE  
Colonel, Air Corps  
Chief, Modification Division  
Assistant Chief of Air Staff,  
Materiel and Services

*File*  
*Materiel*  
*JSC*

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*SAs 452.1 (1505)*

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DOO 074

By *[Signature]* Date 12/76

21 AUG 1944

Lt Col Couch/jr/5612  
 Room 4D1076 ext.  
 Written 19 Aug 44

AIRST

DECLASSIFIED  
The Commanding General  
 Army Air Forces  
 21 Aug 44 *[Signature]*  
 Date Initials

SAS  
 (9)

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Comparative Test of C-46 versus C-47.

1. In accordance with your verbal directive, tests were run at Camp Mackall, North Carolina on 15-16 August 1944, utilizing twenty (20) C-46's in the movement of an Airborne Battalion, both parachuted and air-landed, with and without gliders.

2. Analysis and compilation of the data resulting from these tests allow the following comparisons to be drawn between C-46 and C-47 type aircraft for Troop Carrier use.

a. In the movement of Airborne troops or supplies, either parachuted or air-landed, a C-46 will carry a payload of 9,000 lbs over a radius of action of 780 miles at 150 miles per hour indicated air speed retaining a two (2) hour fuel reserve. A C-47 will carry a 4,500 lb. payload over a radius of action of 500 miles at an indicated air speed of 135 miles per hour and maintain a two (2) hour fuel reserve.

b. A C-46 carrying a 9,000 lb. payload towing one (1) CG-4A glider, carrying 3,750 lb. payload, has a radius of action of 600 miles at an average indicated air speed of 135 miles per hour retaining a two (2) hour fuel reserve. A C-47 carrying a 4,500 lb. payload towing one (1) CG-4A glider, carrying a 3,750 lb. payload, has a radius of action of 410 miles at an average indicated air speed of 125 miles per hour retaining a two (2) hour fuel reserve.

c. A C-46 carrying a payload of 5,000 lbs. towing two (2) CG-4A's, having a total payload of 7,500 lbs., has a radius of action of 410 miles at an average indicated air speed of 130 miles per hour. A C-47 carrying a payload of 1,500 lbs. towing two (2) CG-4A's, carrying a total payload of 7,500 lbs., has a radius of action of 310 miles at an average indicated air speed of 120 miles per hour.

d. In each test presented above, aircraft were loaded to recommended gross limit. This limit is 6,000 lbs. below war maximum gross in the case of the C-46 and 7,000 lbs. below in the case of the C-47.

SC 4312

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SAS 452.1 (1524)

COPY FOR AFM-46

452.1 (1524)

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Mem for Gen Arnold  
 Subj: Comparative Test of C-46 versus C-47

3. The number of aircraft of each type required to move various Airborne units is presented below:

	C-46's	C-47's
Airborne Division	409	696
Parachute Regiment	52	117
Parachute Battalion	16	36
Airborne Infantry Regiment	61	106
Airborne Infantry Battalion	25	41
Airborne Engineer Battalion	24	32
Airborne Antiaircraft Battalion	45	70

4. The results of these tests clearly show the superiority of the C-46 over the C-47 for Troop Carrier use. The I Troop Carrier Command and the Airborne Command are very enthusiastic about the C-46 for use as a Troop carrier.

H. A. Craik  
 Major General, U. S. Army  
 Asst. Dir. of Air Staff  
 Operations, Commitments & Requirements

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SECRETARY, AIR STAFF

SECRETARY'S OFFICE & CHIEF OF STAFF  
VIA AIR  
MILITARY AIRCRAFT  
H. W. CLARK

DECLASSIFIED

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DD FORM 1  
1 MAR 60 EDITION 1955

By *dlf* on 10/7/76

*General Humbertake*

**B-29 Modifications.**

Chief of Staff, Twentieth Air Force  
THRU: Lt Colonel Hill  
Asst C/AS, OCAF, Requirements Division

AMG 26 1944

Major Mason/cjl/6008 1

1. This office has always held the firm conviction that theater modification of airplanes is undesirable. A modification program differing for each combat theater has many obvious disadvantages. It slows down aircraft flow, makes allocation of aircraft more complicated, and prevents working the modifications back into the production line. Therefore, it has always been our aim to standardize modifications, as far as was possible, to obviate these evils.

2. It is proposed to establish a policy to prohibit theater modifications of Twentieth Air Force B-29's. It is believed reasonable to conclude that this airplane, with no difference in modifications, will be able to operate successfully from the bases of the various Bomber Commands and wings within the Twentieth Air Force. If this policy is established, then modifications proposed by one Bomber Command (and determined necessary) would be incorporated in all other B-29's. It is believed that such a program would pay dividends in airplane flow, conservation of materials and man-power, and planning and operations. If, in the future, obvious and important needs arise for one particular zone of operations which would be of no possible use to aircraft in another zone, exceptions to the proposed policy would be made. In general, however, the goal would be standardization of airplanes.

3. Your comments and concurrence in this plan are requested.

Bomb. Branch \_\_\_\_\_  
OET Section \_\_\_\_\_  
AFDHO \_\_\_\_\_

10/7/44  
HERVIN F. GROES  
Brigadier General, USA

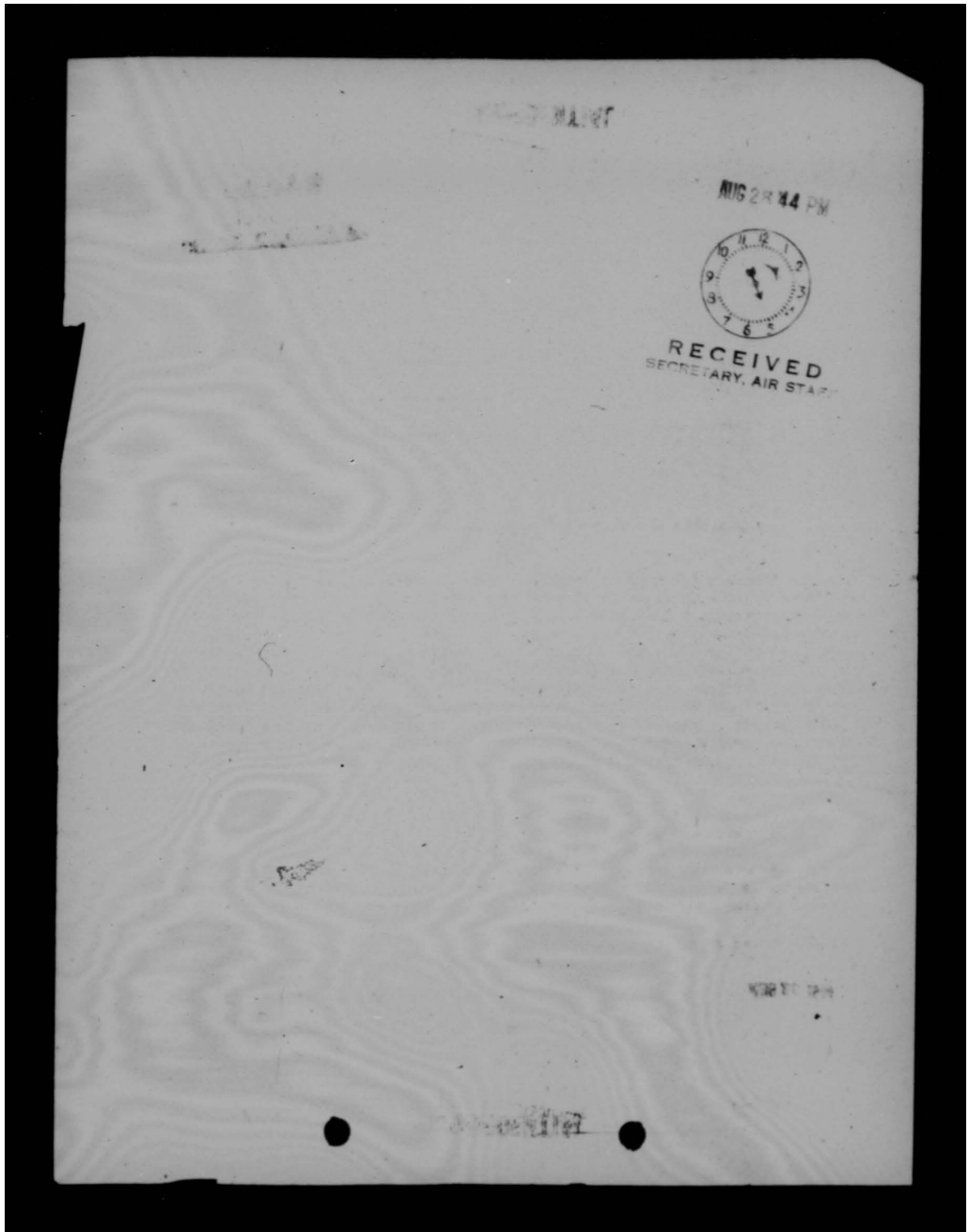
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Dr. Allen  
10/27/70

.50 Caliber Gun Package Installation in the P-61

Chief of Air Staff

9 SEP 1944

Asst G/AS, Operations, Commitments and Requirements

Col. Halloway:jad 79439

1. Reference attached extract of a memorandum from General Harmon proposing P-61 modifications, the following recommendations are made:

a. That the P-61 not be considered as a long range escort fighter.

Three main reasons are:

- (1) Length of time required before production could be effected.
- (2) Poor performance of the P-61 design. The manufacturer estimates that top speed with R2800G engines will be 480 m.p.h. Modification to incorporate more fuel for long range work will reduce this. The P-47E, now starting production, has a top speed of about 480 m.p.h. and the P-52, with two pilots, will be even better, with vastly superior all around performance over the P-61.
- (3) Probable relief of fighter aircraft requirements in Europe in the near future. Realization of this probability would release all long and medium range fighter production to Pacific Theatres.

b. No action be taken to install package guns or long range ferrying tank. Action has already been taken to install a gun turret in the space occupied by these proposed installations. This turret will appear in the production line in December, according to estimates of the manufacturer, and an improved automatic gun laying turret will be available by March 1945. External tanks sufficient for long range ferrying will be production line equipment in October and kits for installation of two drop tanks for all P-61 aircraft now in operation will be completed and shipped by 1 October according to Northrup estimates.

2. The AAF Board has been directed to make a study to determine the following:

- a. Possibilities of the P-61 for long range escort without major modification.
- b. Extent of modification required to make the P-61 an effective long range day fighter - if at all possible.

1 Incl. a/s

Fighter and Air Defense Branch  
Fighter Section  
Requirements Division

Signed

Barney M. McKee  
Chief of Air Staff  
Operations, Commitments & Requirements

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.50 Caliber Gun Package Installation in the P-61.

AC/AS OCMR

Chief of Air Staff

1

1. Please study the attached memoranda furnished me by General Harmon and let me have your views or recommendations as to action to be taken.

1 Incl.

Signed

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

Copy attached

12



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DDC 105

9 Jan. & 30 June 1974

By DLB/AF / Date 12/1/76

8. .50 CALIBER GUN PACKAGE INSTALLATION IN THE P-61s IN THE PLACE OF THE ELECTRIC TURRET WITH 400 ROUNDS OF AMMUNITION PER GUN.

1. Thirteen P-61s have been modified, and twelve delivered to the 6th Night Fighter Squadron. The design originated at HAD, at the request of the Fighter Command. Northrup design has not been approved by the Materiel Command.

2. A 347 gallon fuel tank (HAD design) is being installed for ferrying purposes only. It is (1) not self-sealing; (2) contains a simple CO<sup>2</sup> purging system; (3) installation requires removal of forward ammunition boxes for inboard 20 MM guns, and the aft ammunition cans for outboard 20 MM guns. This is not a combat tank.

3. I am not fully aware of the program for P-61 armament. Fire power and particularly high volume of fire is of vital moment in a Night fighter and when this can be obtained at no appreciable cost in performance its installation is justified. P-61 should be equipped with package guns until the turret again becomes available and this should be a Mainland modification.

New Subject: Consideration of the P-61 as long-range escort fighter

The performance characteristics of this aircraft, including its maneuverability, suggest that it should be most excellent for this purpose. Furthermore, a modification of this aircraft as long-range escort fighter is already in the design stage at the Northrup plant.

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By *Al...* Date *10/7/76*

.50 Caliber Gun Package Installation in the P-61.

AG/AS OCAR

31 AUG 1944

Chief of Air Staff

1

1. Please study the attached memorandum furnished me by General Harmon and let me have your views or recommendations as to action to be taken.

1 Incl.

~~Stamp~~

BARNEY W. GILES,  
Lieutenant General, U. S. Army,  
Deputy Commander, Army Air Forces.

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31 AUG 1944  
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By *Allen* / *10/2/76*  
1 Jan. & 20 June 1974  
L.C. DAN

Overseas Modification of Aircraft

Chief of Air Staff

12 SEP 1944

Asst C/AS, OGR

Lt Col Cosma/*aj*/2960

1. This office prepared the letter referred to in paragraphs 1 and 2, Comment 2 above, and is thoroughly familiar with the situation with respect to modifications in the past having been performed by the Hawaiian Air Depot. Paragraph 3, Comment 2, states the present situation, and is concurred in by this office.

2. While the letter mentioned above refers only to B-24 aircraft, B-25s for the Seventh Air Force will also be completely modified in accordance with Seventh Air Force requirements before these airplanes depart the continental United States.

WILLIAM F. HOKER  
Chief of Air Corps  
Deputy Asst. Chief of Air Staff,  
Operations, Commitments & Requir

2 Incls  
n/c

Bomb Br \_\_\_\_\_

A/C Sec \_\_\_\_\_

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EO 13526

8 Jan 4 22 June 1974

By ab/sk, Date 10/2/76

Overseas Modification of Aircraft.

- (1) AC/AS M&S
- (2) AC/AS OC&R  
Chief of Air Staff

1

1. The attached memorandum was discussed by me with General Harmon on my recent trip. I concur thoroughly in his views. It is most uneconomical to run large modification centers in the theater. Unless absolutely necessary we must perform modification in the States. We are now in a position, insofar as airplanes are concerned (except for the B-29), to withhold airplanes in the United States for modification.

2. It is desired that AC/AS OC&R and the AC/AS M&S get together on this project and take action to reduce overseas modifications to the absolute minimum.

3. The AC/AS M&S will prepare a reply hereon stating what action has been taken.

100

1 Incl

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

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Jan 8 30 June 1974

By AKC/JS Dec. 10/76

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7. MAINLAND COMPLETION OF MODIFICATION:

A considerable proportion of the available effort of the Hawaiian Air Depot is now being used for modification of new aircraft upon arrival here. The disadvantages to this procedure are obvious since every hour of work in this area is a greater over-all load than an hour of work on the mainland.

This is not a new problem but it seems pertinent to again stress the need for maximum Mainland completion of modification.

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DOD 753

8 Mar 8 20 June 1974

By 06/1/76 Date 10/7/76

Overseas Modification of Aircraft.

- (1) AC/AS M&S
- (2) AC/AS OC&R *INTURN*  
Chief of Air Staff

1

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3. The AC/AS M&S will prepare a reply hereon stating what action has been taken.

1 Incl

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BARNEY M. GILES,  
Lieutenant General, U. S. Army,  
Deputy Commander, Army Air Forces.

*Handwritten: (1999)*

31 AUG 1944  
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# 1st. & 2d June 1974  
By *del/hjt* C. Date *10/7/76*

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Address Reply & ENVELOPE TO:

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C O P  
DECLASSIFIED  
DOD 935  
By: [Signature] / 10/17/76

R.M. Greffivjc  
Ext. 3-1311

Commanding General,  
AAF Materiel Command,  
Engineering Division,  
Reference: Dept. 50,  
Wright Field, Dayton, Ohio

16 August 1944

Weekly Report on XB-32 Airplanes

Commanding General,  
Army Air Forces,  
Washington 25, D. C.

Att: Asst. C/AS, Materiel & Services  
Development Engineering Branch.

1. Submitted herewith, for the information and file of Major General O.P. Echols, is the eighty-ninth report on the status of the XB-32 Airplanes. The information presented below is for the week ending 12 August 1944.

a. Second Airplane, Serial No. AC-1142

(1) Strengthening of the wing structure and the installation of the engine mount supports to the wing in preparation for the installation of the B-32 production nacelles is still in progress. The single tail assembly has already been mated and now the dorsal is being installed.

(2) It is expected that tests to determine the airplane longitudinal and directional stability characteristics with the single tail with added horizontal area and the cooling characteristics of the production nacelles will begin 19 September 1944.

b. Third Airplane, Serial No. AC-118336

(1) Flight No. 81, scheduled for 9 August 1944, was cancelled, because, after the analysis of the adverse conditions encountered on the second XB-32 Airplane when the wing flaps operated in a 4:1 ratio, it was decided to restore the wing flap travel back to a 1:1 ratio. A curve showing the stick force longitudinal stability with the flaps operating in a 4:1 and 1:1 ratio is attached.

(2) An additional servo tab has also been added to the rudder, and flight No. 81, rescheduled for this date, will be made to note the effects of this tab on the rudder pedal forces and also to check the longitudinal stability as effected by the 51" stabilizer tip extensions.

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SAS 4521 (1998)

C.G., AAF, Wash., D.C.  
Weekly Report on B-32 Airplanes  
16 August 1944

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2. The contractor reports that the number of people employed full-time in the engineering and modification of the two airplanes is as follows:

	Engineering	Shop
3rd through 9th July	65	212
10th through 16 July	60	228
17th through 23rd July	61	189

In addition to the above 145, 116, and 207 people worked in the shop, during the respective periods on parts for the production B-32 Airplanes.

For the Commanding General:

F. O. CARROLL,  
Brig. General, U.S.A.,  
Chief, Engineering Division

Cy:  
Tech. Exec.  
Prod. Eng. Section

Incl:  
1 Graph "Wing Flap Deflections  
Vs Elevator Control Forces"

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C-47 Requirements for Training

Deputy Chief of Air Staff  
Attention: Brigadier General F. N. Smith, Jr.  
AC/AS, Training

10 Oct 44

3

1. In order to meet current output requirements for navigators, the two hundred (200) C-47s are still needed. However, the first two allotments of thirty-five (35) per month have been diverted to meet overseas requirements. There is no indication that future deliveries will be met in view of overseas requirements.

2. No action has been taken to expedite delivery of these two hundred (200) airplanes although the first thirty-five (35) were scheduled for delivery in August. Request that immediate action be taken to insure delivery of monthly allotments.

WILLIAM W. WELSH  
Brigadier General, U.S. Army  
Assistant Chief of Air Staff,  
Training

Incl: n/c

TO: AC/AS, OCAR  
FROM: Chief of the Air Staff

DATE 12 October 1944  
COMMENT NO. 4  
JNC:JT 72487

For comment and return to this office.

Incl.  
n/c

F. N. SMITH, JR.,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

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(495)

SAS 452.1 (195)

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C-47 Requirements for Training

DECLASSIFIED  
E.O. 13526  
DATE 10/17/76  
BY [Signature]

TO: AC/AS, Training  
FROM: Chief of the Air Staff

DATE 16 October 1944  
COMMENT NO. 6  
FWD. Jc: JT 6971

Comment No. 5 indicates current plan of AC/AS, OCAR, to meet your requirements for C-47 aircraft. That office will be directed to increase monthly quotas of C-47's when overseas requirements permit.

Incl.  
n/s

cc to AC/AS, OCAR

Signed  
F. H. SMITH, JR.,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

17 OCT 1944

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452.1 (1495)

C-47 Requirements for Training

TO: AC/AS, OCAR  
FROM: Chief of the Air Staff

DATE 12 October 1944  
COMMENT NO. 4  
JWC: JT 72487

For comment and return to this office.

Incl.  
n/c

F. H. SMITH, JR.,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

13 OCT 1944

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BY AUTHORITY OF [redacted]

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8 Dec 4 21 Dec 1975  
By [signature] 19/7/76

W. F. Collins 26 Aug 44  
Lt Col, AG Note

Basic ltr fr CG, AUC dtd 18 Aug 44, subj: Aft Requirements, AUC

1st Ind AFRL

HEADQUARTERS, ARMY AIR FORCE, Washington 25, D. C. Lt Col O' Shea/vc/0100  
2 SEP 1944

TO: Commanding General, Air Transport Command, Washington 25, D. C.

1. Present plans contemplate reequipping two (2) C-47 Troop Carrier Squadrons in the Central Pacific with C-54 aircraft in July, 1945. Based on availability estimates dated 5 August 1944, the scheduled allocation of C-54 aircraft is:

	1944						1945					
	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	
Air Transport Comd	35	34	33	44	55	57	63	71	82	94	94	110
Troop Carrier	—	1	—	—	—	—	—	1	—	—	24	2
C-54 Availability	35	35	33	44	55	57	63	74	82	94	108	110

2. The one (1) C-54 from September production allocated to the Troop Carrier Command will be used for making up the necessary modifications required for Troop Carrier operations. In addition thereto, it is planned to allocate three (3) C-54 aircraft from production to the Troop Carrier Command in March. These three (3) airplanes will be used for crew and mechanic training and will comprise the initial equipment necessary in establishing a Troop Carrier C-54 replacement training unit.

3. It is desired that Air Transport Command plans be based on the C-54 aircraft scheduled for allocation to the Air Transport Command as indicated in Paragraph 1, above.

By command of General ARNOLD:

FREDERIC H. SMITH, JR.  
Brigadier General, U.S.A.  
Deputy Chief of Air Staff

2 SEP 1944  
AAG

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Sec. 452.1 (1944)

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BY AUTHORITY OF, CG, AAF

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By ALC / 10/17/76  
DE

Lt Col. AS Date

~~Aircraft Requirements, Air Transport Command~~

1 SEP 1946

Secretary of the Air Staff

AG/AS, Operations, Commitments & Requirements

Lt Col G'Shan/vc/8208

Attached hereto is 1st Increment to basic communication from the Air Transport Command, dated 18 August 1946, subject as above, for signature.

H. A. Craig  
Major General, U. S. Army  
Asst. Chief of Air Staff  
Operations, Commitments & Requirements

1 Attach  
w/1st Inc added

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8 Jan. 6 23 June 1974  
By: DDO / AC / 10/7/76

18 August 1944

MEMORANDUM FOR COMMANDING GENERAL, ARMY AIR FORCES

ATTENTION: CHIEF OF AIR STAFF

Subject: Aircraft Requirements, Air Transport Command

1. At your direction, there has during this week been presented to the Air Staff, Plan; Materiel & Services, Operations, Commitments and Requirements; and Management Control, meeting as a Committee, the future aircraft requirements of Air Transport Command. This presentation involved aircraft requirements for the balance of the year 1944 and to June 30 in the year 1945.
2. This statement of aircraft requirements, and the utilization to be made of the aircraft assigned thereunder, is predicated upon the assignment of Air Transport Command of all C54 aircraft available to Army Air Forces during the period. Any additional aircraft of the C54 type which may during the period be diverted to the Navy Department, other than those for which commitments have already been made, or any diversion of assignment of C54 aircraft to Troop Carrier Command will seriously affect the projected program of Air Transport Command and will especially affect the program which has been projected for increased air transportation between India and China.
3. If it is presently contemplated, or may be reasonably foreseen for the future, that the total of C54 aircraft available to Air Forces will not during the period to June 30, 1945 be entirely available to Air Transport Command, it is respectfully requested that decision thereon be made as promptly as possible, in order that you may be informed of the effect upon the Hump operation and other operations conducted by Air Transport Command under your direction.
4. Further, if it is intended or decided that C54 aircraft will be assigned to Troop Carrier Command in the period to June 30, 1945, it is essential that the appropriate Staff agencies be now directed to provide for crew training, mechanics training and for other services required in connection with such operation. We would

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very much like to avoid disruption of Air Transport Command plans and services which have recently resulted from the assignment of C46 aircraft to Troop Carrier Command, formerly assigned to Air Transport Command, without previous preparation on behalf of Troop Carrier Command to man such aircraft when received.

For the Command General:

C.R. SMITH  
Brig. Gen., USA  
Deputy Commander

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8 Jan 8 20 June 87  
By: *AD/DC* / *AC* Date: *10/2/76*

**Assignment of Transport Aircraft to Air Depots and Service Centers**

**Secretary of Air Staff**

18 AUG 1944

**AC/AS, Operations, Commitments & Requirements**

**Capt Sawyer/vc/SL09**

Attached hereto is 22 Indorsement to letter from Headquarters, China-Burma-India Air Service Command dated 15 June 1944, subject as above, for signature.

**Signature**

**Kenneth P. Bergquist**  
Colonel, Air Corps  
Executive, Ass't Chief of Air Staff  
Operations, Commitments & Requirements

Acting Chief, OCLB

1 Attach  
22 Ind as indicated abv

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By *al* / *10/17/76*  
Date

Equipment of Last 2 Combat Cargo Groups

General Craig

3/11/44

General Kuter

1.

It is believed General Arnold will go into the subject of equipping the last 2 Combat Cargo Groups with C-46's rather than C-47's immediately upon his return this afternoon. You should have available data as to the availability of C-46's within commitment time limits. Contact Training, Colonel Loutsenheiser, General Jamison and other interested parties in order to have as complete a story as possible for General Arnold.

L. S. K.

CC: General Wilson ✓  
Colonel Dean  
Colonel Peterson

*LD*

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*[Signature]*

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EXC 104

EXC 104

10/1/76

14 AUG 1944

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:  
(Through Chief of Air Staff)

Subject: P-38 Combat Characteristics

1. Transmitted herewith is a proposed draft of a Second Indorsement in reply to basic correspondence from Commanding General, Eighth Air Force and Commanding General, U. S. Strategic Air Forces in Europe.

2. Basic correspondence recommends five improvements for the P-38 and the proposed draft reports the status and outlook for each as follows:

a. P-38 Fuel System: Tank mounted pumps and drop tank pressurization are to be incorporated in production aircraft in October and kits for ETO will be available in September.

b. Single Lever Power Control: Contractor is now conducting tests of a hook arrangement on the throttle lever which would coordinate the operation of the throttle and the propeller controls. As soon as tests are completed, information is to be submitted to ETO.

c. Dive Recovery Flaps: These have been in production aircraft since late June and kits will be available for shipment to ETO starting about 15 August at the rate of 100 per week.

d. Aileron Boost Controls: These have been in production aircraft since early June and kits will be available for shipment to ETO starting about 22 August at the rate of 40 per week.

e. Improved Visibility: Contractor has resumed study of bubble canopy installation. This was dropped in late 1943 when it became necessary to reduce to a minimum the number of changes to combat aircraft.

Incl.

Basic ltr Gen. Coolittle, 7/14/44,  
and 2 Indorsements.

~~SECRET~~  
O. P. EHNES  
Major General, U.S.A.  
Asst. Chief of Air Staff,  
Material and Services

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DDO MS  
By *alw/pe* Date *10/2/76*

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Basis for Production of Aircraft

1. Attached as Tab "A" is chart showing U. S. Navy and United Nations requests, accepted requirements, and allocations (firm and tentative) for aircraft produced under the cognisance of the Army Air Forces.
2. Production of aircraft is presently based on Army Air Forces stated requirements plus approved allocations to the U. S. Navy and United Nations.
3. Accepted requirements reflect the number of aircraft required to implement the program of the agency involved, based on Army Air Forces approved reserve and attrition rates.
4. In order that production may conform more closely to actual needs, it is recommended that accepted requirements be used in preference to allocations in the planning of aircraft production.

*SAD 452.1 (1489)*

Signed

DONALD WILSON,  
Brigadier General, U. S. A.,  
Acting Chief of the Air Staff.

Incl -  
Tab "A"

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By *alw/pe* Date *10/2/76*

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wtn: 12 Aug 44

MEMORANDUM FOR GENERAL ARNOLD:

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*SAD 452.1 (1489)*

DONALD WILSON,  
Brigadier General, U. S. A.,  
Acting Chief of the Air Staff.

Incl -  
Tab "A"

*Copies Made and sent to O7ASMS + A&P  
Orig. to OOPR per Gen. Lumberlake  
Dispb. 26 Aug 44*

*Approved by Gen Arnold per Col Dean*

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By: 002/107  
10/7/76

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Type and Country	July-Dec. 1944			Jan.-June 1945		
	Req	Ass'd	Allos	Req	Ass'd	Allos
B-17 RAF	50	50	50	30	30	30
USSR	180	180	0	180	180	0
B-24 Navy	243	243	243	72	72	72
RAF	540	425	500	640	648	640
Canada	30	30	30	9	28	9
Australia	167	167	150	226	202	226
USSR	150	150	270*	150	150	270*
China	35	35	35	37	44	37
B-25 Navy	124	124	124	242	124	124
RAF	240	240	240	150	118	100
Canada	0	0	0	2	2	2
Australia	187	187	0	69	55	0
USSR	300	300	150	300	300	150
NEI	18	18	18	18	14	18
China	100	100	100	44	35	44
Brazil	21	21	21	6	12	6
B-26 Navy	25	25	25	0	0	0
RAF	150	150	150	0	0	0
French	109	109	63(a)	103	59	0
A-20 RAF	90	90	90	0	0	0
Brazil	16	16	16	30	52	0
A-26 RAF	180	180	0	330	291	0
P-38 China	34	34	34	11	11	11
P-63 USSR	1,200	1,200	1,200	1,200	1,200	1,200
French (P-39)	90	90	90(b)	92	92	92(b)
P-40 Australia	308	202	202	0	0	0
NEI	12	12	12	0	17	0
Brazil	41	41	41	15	36	0
P-47 RAF	420	420	420	270	165	270
French	260	260	260	183	183	183
Brazil	68	30	30	30	18	30
P-51 RAF	600	600	480	900	612	900
Canada	0	0	0	90	100	90
Australia	0	0	0	323	285	302
China	163	163	163	115	69	115

\* Subject to discussions pending between General Arnold and Soviets.

(a) h6 furnished in theatre

(b) from AAF stocks in theatre

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Type and Country	July-Dec. 1944			Jan.-June 1945		
	Req	Ass'd	Allos	Req	Ass'd	Allos
C-54 Navy	108	108	36	130	130	25
RAF	50	50	0	50	110	0
USSR	(60)	(60)(a)	0	(60)	(60)(a)	0
C-46 Navy	162	162	100	100	100	74
USSR	60	60	30*	60	60	60*
C-47 Navy	162	162	162	25	25	24
RAF	500	500	400	500	562	500
Canada	12	12	12	8	17	8
Australia	50	50	12	18	22	54
New Zealand	11	11	11	31	27	31
USSR	180	180	180 + 60*	180	180	180 + 60*
China A.F.	10	10	10	3	3	3
ORAC	12	12	12	12	12	12
French	25	25	25	14	9	14
Brazil	13	13	11	3	2	2
NEI	0	0	0	6	5	6
UC-45 Navy	108	108	108	22	25	22
RAF	200	200	120	100	30	100
Royal Navy	50	50	25	25	8	25
Canada	15	15	15	5	7	5
French	25	25	25	14	9	14
UC-43 Navy	11	11	11	0	0	0
UC-61 RAF	176	176	176	0	0	0
UC-64 Canada	12	12	12	12	12	12
Brazil	13	13	13	0	0	0

\* Subject to discussions pending between General Arnold and Soviets.

(a) Primary bid is for C-46.

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DD FORM 1

1 JAN 62 (REV) 1975

By AB / J.C. Date 10/7/76

Basis for Production of Aircraft

Acting Chief of the Air Staff

ACAS Plans

11 Aug 66

1

RES memo 76055

The attached draft of memorandum to General Arnold, subject as above, has been prepared for your signature.

L. S. KUTER,  
Major General, U. S. A.,  
Assistant Chief of the Air Staff, Plans.

Incl:  
Draft memo to Gen Arnold

DECLASSIFIED

452.1 (1479)

HEADQUARTERS AAF		
ROUTING SLIP		
TO → OFFICE & INDIVIDUAL IN TURN	DATE FORWARDED	
1. Secretary of Air Staff	25 Aug 1944	
2.		
3.		
4.		
5.		
FOR → FOLLOWING ACTION(S) AS CHECKED		
<input type="checkbox"/> COORDINATION	<input type="checkbox"/> NOTE AND RETURN	<input type="checkbox"/> INFORMATION
<input type="checkbox"/> NECESSARY ACTION	<input type="checkbox"/> RECOMMENDATION	<input type="checkbox"/> FILE
<input type="checkbox"/> SEE OR PHONE ME	<input type="checkbox"/> APPROVAL	<input type="checkbox"/> SIGNATURE
COMMENT		
<p>Please make us copies of the attached to send the original to O.C.A.R, a copy to M &amp; S, and a copy to Plans with a notation:</p> <p>"This is the policy in accordance with which aircraft requirements will be computed".</p> <p><i>Dane</i></p> <p><i>[Signature]</i></p>		
FROM → <b>PATRICK W. FINEBERG</b> Brigadier General, U. S. A. Deputy Chief of Air Staff		PHONE 5268 <i>[Signature]</i>

3-219, of Rev. 1 Aug 1944

DECLASSIFIED  
DECLASSIFIED

DD Form 134

9 Jan. 6 20 June 1974  
By *Alan* / *DE* J.C. Date: 10/7/76

APARP  
RHS:mcc  
74055  
wtn: 12 Aug 44

MEMORANDUM FOR GENERAL ANSBOLD:

Subject: Basis for Production of Aircraft

1. Attached as Tab "A" is chart showing U. S. Navy and United Nations requests, accepted requirements, and allocations (firm and tentative) for aircraft produced under the cognizance of the Army Air Forces.
2. Production of aircraft is presently based on Army Air Forces stated requirements plus approved allocations to the U. S. Navy and United Nations.
3. Accepted requirements reflect the number of aircraft required to implement the program of the agency involved, based on Army Air Forces approved reserve and attrition rates.
4. In order that production may conform more closely to actual needs, it is recommended that accepted requirements be used in preference to allocations in the planning of aircraft production.

DONALD WILSON,  
Brigadier General, U. S. A.,  
Acting Chief of the Air Staff.

Incl -  
Tab "A"

See Plans' file for cy incl

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COPY TO: S/AS

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DDI BRS

8 Jan 5 20 Jan 2014  
By *Gene H.C.*, Date *10/7/76*

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Basis for Production of Aircraft

1. Attached as TAB "A" is chart showing U. S. Navy and United Nations requests, accepted requirements, and allocations (firm and tentative) for aircraft produced under the cognisance of the Army Air Forces.
2. Production of aircraft is presently based on Army Air Forces stated requirements plus approved allocations to the U. S. Navy and United Nations.
3. Accepted requirements reflect the number of aircraft required to implement the program of the agency involved, based on Army Air Forces approved reserve and attrition rates.
4. In order that production may conform more closely to actual needs, it is recommended that accepted requirements be used in preference to allocations in the planning of aircraft production.

/s/ DONALD WILSON  
Brigadier General, U. S. A.  
Acting Chief of the Air Staff.

Incl -  
Tab "A"

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10 Aug 44

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DDI 112  
8 Jan & 20 June 1974  
By: *AD/AF* LC Data 10/7/76

Type and Country	July-Dec. 1944 Acc'd			Jan.-June 1945 Acc'd		
	Req	Req	Alloc	Req	Req	Alloc
B-17 RAF	50	50	50	30	30	30
USSR	120	120	0	120	120	0
B-24 Navy	243	243	243	72	72	72
RAF	540	425	500	660	668	660
Canada	30	30	30	9	28	9
Australia	167	167	150	226	201	226
USSR	150	150	270*	150	150	270*
China	35	35	35	37	44	37
B-25 Navy	124	124	124	242	124	124
RAF	240	240	240	150	118	100
Canada	0	0	0	2	2	2
Australia	187	187	0	69	55	0
USSR	300	300	150	300	300	150
NEI	18	18	18	18	14	18
China	100	100	100	44	35	44
Brasil	21	21	21	6	12	6
B-26 Navy	25	25	25	0		0
RAF	150	150	150	0		0
French	109	109	63(a)	103	59	0
A-20 RAF	90	90	90	0	0	0
Brasil	16	16	16	30	52	0
A-26 RAF	120	120	0	330	291	0
P-38 China	34	34	34	11	11	11
P-63 USSR	1,200	1,200	1,200	1,200	1,200	1,200
French (P-39)	90	90	90(b)	92	92	92(b)
P-40 Australia	308	202	202	0	0	0
NEI	12	12	12	0	17	0
Brasil	41	41	41	15	36	0
P-47 RAF	420	420	420	270	165	270
French	260	260	260	183	183	183
Brasil	68	30	30	30	18	30
P-51 RAF	600	600	480	900	612	900
Canada	0	0	0	90	100	90
Australia	0	0	0	323	285	202
China	163	163	163	115	69	115

\* Subject to discussions pending between General and Soviets.  
(a) 46 furnished in theatre  
(b) from AAF stocks in theatre

- 1 -

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DDI 112  
8 Jan & 20 June 1974  
By: *AD/AF* LC Data 10/7/76

Type and Country	Jul-Dec. 1944 Acc'd			Jan.-June 1945 Acc'd		
	Req	Req	Alloc	Req	Req	Alloc
C-54 Navy	108	108	36	130	130	25
RAF	50	50	0	50	110	0
USSR	(60)	(60)(a)	0	(60)	(60)(a)	0
C-46 Navy	162	162	100	100	100	74
USSR	60	60	30*	60	60	60*
C-47 Navy	162	162	162	25	25	84
RAF	500	500	400	500	562	500
Canada	12	12	12	8	17	8
Australia	50	50	12	18	22	56
New Zealand	11	11	11	31	27	31
USSR	180	180	120 + 60*	180	180	120 60*
China A.F.	10	10	10	3	3	3
CHAC	12	12	12	12	12	12
French	25	25	25	14	9	14
Brasil	13	13	11	3	2	2
NEI	0	0	0	6	5	6
UC-45 Navy	108	108	108	22	25	22
RAF	200	200	120	100	30	100
Royal Navy	50	50	25	25	8	25
Canada	15	15	15	5	7	5
French	25	25	25	14	9	14
UC-43 Navy	11	11	11	0	0	0
	176	176	176	0	0	0
UC-61 RAF						
UC-64 Canada	12	12	12	12	12	12
Brasil	13	13	13	0	0	0

\* Subject to discussions pending between General Arnold and Soviets.  
(a) Primary bid is for C-46.

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DDI 100

8 Jan. & 20 June 1964

By AO / 102 Date 10/2/76

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DAS

Installation of Emerson Ball Nose Turret in B-24 Airplane

Asst C/AS, W&E, Materiel Division, Production Branch

Asst C/AS, OCR, Requirements Division

1  
Lt. Col. McFroy/dr/5692

1. Comparative tests on 3 nose gun proposals for the B-24 airplane were completed at Eglin Field 28 July 1944. The airplanes tested were (a) a B-17 nose mated to the B-24 airplane, (b) an A-16 lower chin turret installed on a B-24, and (c) the Emerson nose ball turret, model 128, installed on the B-24. Colonel Pen I. Funk, Aircraft Section, Bombardment Branch, personally inspected and flew each of these airplanes.

2. As a result of the tests the following recommendations are made:

a. Further study or development of the B-17 nose installed on the B-24 airplane is not advisable. The longitudinal stability of the airplane with this installation is very poor. Visibility for pilot and co-pilot is bad, the weight involved is greater than either of the other two proposals, and the engineering problems involved are greater than either those of the A-16 chin turret or the Emerson nose turret proposals.

b. The A-16 Bendix chin turret installed on the B-24 airplane is not recommended for production for the following reasons:

- (1) The turret is not considered to be as good as the Emerson ball turret, model 128.
- (2) The operational ceiling of the airplane is 17,000 feet which is too low for operational suitability.
- (3) The pilot, co-pilot visibility is not as good as that in the Emerson installation.

3. It is recommended that immediate steps be taken to have the Emerson Ball nose turret installed in all production B-24 airplanes. Results of the tests at Eglin Field show this turret to be superior to any now in use or proposed. Aerodynamic characteristics of the airplane are improved. Weight is decreased. Pilot, co-pilot visibility and bombardier visibility are improved. Request necessary action be taken to get this installation in production airplanes at the earliest possible date. This is a basic modification with a 1A priority.

C. W. ...  
SERVIN E. GROSS  
Brigadier General, U.S.A.

Form Fr. \_\_\_\_\_

A/C Sec. \_\_\_\_\_

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10/2/76  
10/2/76

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DDC 100

By 08/12/76 Date 10/17/76

Written 5 August 1944  
AFMA-24  
Maj: Hoyt/afa/6338

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By the Commanding General  
Date \_\_\_\_\_ Initials \_\_\_\_\_

11 AUG 1944

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR

SUBJECT: Fighter Aircraft with VIII and IX Air Forces.

I. The following is a resume of action being taken relative to comments on improvements in P-51, P-47 and P-52 airplanes as mentioned in your memorandum to General Echols dated 3 July 1944, subject: "Fighter Aircraft with VIII and IX Air Forces."

1. P-51 (a) Bubble Canopy - The free blown bubble canopy now being installed in P-51 airplanes has a slightly increased bulge to provide space for the pilot to lean over the side. The amount of bulge is limited by aerodynamic characteristics.

(b) Cockpit Heating - Action has previously been taken to install a combustion heater in the P-51H which will materially improve cockpit heating.

(c) Rear Fuel Tank Baffles - The rear fuselage tank in present P-51 airplanes have baffles to prevent surging of the fuel.

II. P-47 (a) All future models of the P-47 series will incorporate eight .50 caliber guns.

(b) All present P-47 production airplanes will have A-23 turbo regulators installed. Future models will have a General Electric unlouver power control, which controls the turbo waste gates by means of an electric motor.

(c) Exhausters - Action is being taken by Air Service Command to furnish sufficient propeller spares for these airplanes.

(d) The P-47D-30 and subsequent models have a rear vision mirror installed. An improved mirror will be installed as soon as the design is acceptable.

(e) The limitation of P-47 range by engine oil capacity is not understood. The Material Command has flown P-47 airplanes on numerous tests with 28 gallons of oil and no difficulty has been experienced in landing or using this amount of oil. Action has been taken to obtain further detailed information from U.K. regarding this reported difficulty.

(f) The importance of lean mixture rating of fuel reported has been considered in new fuel developments under way by the Army Air Forces and the Bureau of Aeronautics. It is believed that engineering personnel in U.K. refer to the recent step taken by the Royal Air Force and the A.A.F. to use Grade 100/150 fuel containing xylidine or monomethyl aniline for fighter operation. The reason such fuel was selected is that the addition of xylidine or monomethyl aniline increases the rich rating of standard 100 octane fuel, giving increased performance when operating under military or war emergency power. The characteristics of xylidine and monomethyl aniline are such that only the rich rating of the fuel is

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COPY TO THE CHIEF OF STAFF

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DDC 100

By 08/12/76 Date 10/17/76

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By the Commanding General

SUBJECT: Fighter Aircraft with VIII and IX Air Forces.

approved. Other than the performance increase realized, extensive future use of either of these materials is not entirely desirable due to a tendency toward piston ring and valve sticking, and detrimental effects on rubber fuel lines and tanks. Storage characteristics of these fuel additives under hot weather conditions are also undesirable. It is desired to point out that the lean rating of present fuels cannot be improved without the use of selected fuel stocks and the elimination of certain undesirable ingredients which we are now forced to use in order to meet production requirements.

Recent plans have been made by the Services to go to a new improved fuel identified as Grade 125/145 as soon as the supply situation of Grade 100/150 fuel (standard 100 octane) will permit. In this fuel it will be noted that both lean and rich ratings have been given consideration.

III. Regarding low temperature operation of P-52 aircraft, corrections have been directed in Technical Orders, and kits have been provided. These corrections include the following:

(a) Leakage of air from the intercooler exit has been reduced by installing seals in the duct system, thereby maintaining positive control of carburetor air temperature.

(b) The oil cooler control has been improved by plug seals in the baffle system.

(c) Carburetor settings have been changed to provide proper fuel-air mixtures at high altitudes.

(d) The coolant system pressure has been increased to insure uniform cooling of the engine.

The above steps represent part of the corrections afforded by kits now being installed in all P-52 airplanes in the United Kingdom.

For the Commanding General:

(Signed) O. P. Echols

O. P. ECHOLS  
Major General, U.S.A.  
Adj. Chief of Air Staff,  
Material and Services

Incl.  
Memo for Gen. Echols by Mr. Lovett  
44-3 July 1944, withdrawn  
Retained in Central File

11 AUG 1944  
AAG

AFMA-2 AFMA-1 AFMUD-2A AFMUD-1

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Cancellation of AT-21 Aircraft Production

AC/AS, Materiel and Services

1 August 1964

Deputy Chief of Air Staff

PWT/eva/5265

1

1. Since there is no requirement in the Army Air Forces for the AT-21, it is directed that further production of this type aircraft be cancelled with the least practicable delay.
2. All AT-21 type aircraft on hand and available to the Army Air Forces will be declared excess to requirements and disposed of as surplus property.

Signed

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

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DOD HRG

8 Jan & 30 June 1974  
By 11/20/76 LC Date 0 1/76

AT-21 Aircraft

TO: The Air Inspector  
FROM: Deputy Chief of Air Staff

DATE 2 August 1944

COMMENT NO. 2  
WPK/eva/5458

The attached study is being returned with a copy of our action paper to AC/AS, Materiel and Services on this subject.

signed

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

- 2 Incls
- #1 - m/c
- #2 - copy R&R to M&S from DAS 1 Aug, "Cancellation of AT-21 a/c production."

Disputed:  
3 AUG 1944  
403

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no 4521 (1479) S.A.S.

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4521  
1479



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Modification of B-29 Tail Gun Firing Switches

AG/AS, WMAO, Material Division (AFMA-2B)

JUL 19 1944

AG/AS, OADR, Requirements Division

1  
Capt. Nichol/voj/5092

1. To provide better selective fire power in the tail of the B-29 and to eliminate the necessity of the gunner taking his attention from tracking to switch in the 30 mm. cannon; it is requested that the firing circuits be rewired to allow the 30 mm. gun to be fired from the left trigger switch. This will necessarily mean that the calibre .50 guns will be fired from the right switch only.

2. This is a basic modification and is to be given a B-3 priority.

Send to: \_\_\_\_\_

A/C Sec. \_\_\_\_\_

*C. J. Cochran*  
MURVIN E. CHASE  
Brigadier General, U.S.A.

*SAS  
9521  
1477*

*File  
7-22-44*

*Jan. L. ... CONFID SAS 4521 1477*

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Increased Production of P-51, B-25 Aircraft

AC/AS - Operations, Commitments & Requirements  
Attention: Requirements Division  
Chief of the Air Staff

23 July 1944

1  
RHH/1s/3373

General Wilson desires that the subject of the attached memorandum be included in the agenda for the meeting of the Aircraft Requirements Board, scheduled to meet on 1 August.

Signer

ROBERT H. HARPER  
Lt. Colonel, Air Corps  
Executive, Chief of Air Staff

1 Incl:  
Memo to AAF  
Aircraft Requir. Bd.,  
7/20/44, from Gen.  
Jamison.

*SAS  
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DISPATCHED  
24 JUL 1944  
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*SAS 4521 1477*



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DDO 872

By 20 Jan 80 / 10/7/76  
/ 10/7/76  
/ 10/7/76

Request for "Tempest" Aircraft

General Craig )  
General Jamison ) IN TURN  
AC/AS, M&S )

22 Sep 44

XXXX

1  
FWZ/eva/5265

FROM: Chief of the Air Staff

1. General Giles has approved Colonel Sessums' recommendation contained in the attached routing slip. Therefore, the attached letter (a rewrite of one prepared originally by Logistical Plans) will not be dispatched.

2. It is expected that AC/AS, Material & Services will take the necessary action to contact our people in London so that we might receive a newer model of aircraft that would be of interest to us.

1 Incl:  
Ltr prep'd for sig to  
AM Welsh requesting a  
Tempest for tests

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

LOGICAL PLAN  
22 SEP 1944  
AW

45-21  
1174

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805452.1 (1174) SWS

FROM  
/me/5316  
Rwrtn: APOCR/KPB/hn/6765  
17 Jul 44

Basic ltr fr ASC, N.Y., dtd 26 Jun 44, subj: C-87 Type Cargo Carrying  
Acft.

452.1 1st Ind.

Headquarters, Army Air Forces, Washington, D. C. 20 JUL 1944

To: Commanding General, Air Service Command, United States Strategic Air  
Forces in Europe, APO 633, c/o Postmaster, New York City, New York

1. The production of C-87 aircraft will be discontinued in September. This production is being discontinued in order to meet requirements for production of other strategic type aircraft. The limited number of C-87 aircraft to be available up to that time have all been committed to meet high priority requirements.

2. It is believed that the emergency occasions described in basic communication can be met by calling upon the Air Transport Command and, therefore, this Headquarters does not feel justified in diverting C-87 aircraft for assignment to your transport groups in order to meet only occasional demands which cannot be fulfilled by C-47 type aircraft.

3. In view of the above, request contained in basic communication is not favorably considered.

For the Commanding General, Army Air Forces:

~~SECRET~~  
DONALD WILSON,  
Brigadier General, U.S.A.  
Deputy Chief of Air Staff  
*acting*

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20 JUL 1944  
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*(1471)*

*File*  
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*Copy for office of signatures*

*sent 452.1 (1471)*

DECLASSIFIED

Aircraft Obsolescence and Attrition Rates of Postwar Air Force

AC/AS, Plans, THRU: Special Projects

20 Sept 1944

Chief of the Air Staff

1  
FMS, Jr: JT 6971

Replacement rates as shown in paragraph 4 of Comment No. 2, dated 11 August 1944, from AC/AS, OOR, will be used for planning purposes in calculating peacetime aircraft replacement requirements.

1 Incl.  
Name same subj 9-19-44  
from OOR w/Incls

Signed  
P. H. SMITH, JR.,  
Brigadier General, U. S. Army,  
Deputy Chief of the Air Staff.

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21 SEP 1944  
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DDO ITR

8 Jan. & 20 June 1974  
By DLR/DC Date 10/2/76

AFRAL/GWY/cdp/74381  
3D1036 - Wrtn: 24 Nov 44.

28 Nov 1944

Lt Gen B K Yount  
Commanding General  
AAF Training Command  
Fort Worth, Texas

Dear Bob:

I have noticed in recent months that a considerable number of aircraft have been declared training-wearry and unfit for further use when they still have a useful life. In most cases, we have been replacing these with new airplanes because we have had new ones available. It is obvious that if this practice were carried to an extreme, a serious wastage of materiel would result.

It was to remedy this situation and prescribe what constitutes a training-wearry aircraft that AAF Regulation 65-87 was written. I want to call your attention to that regulation particularly paragraph 3f, which states, in part..."Repair of aircraft on which it has been estimated that the required repair or maintenance can be accomplished within the maximum number of manhours allowable under this directive, will be accomplished."

The accelerated activity of our fighting forces in all theaters makes it increasingly important that we utilize our material resources to the maximum, not only for the sake of economy but also in order that the greatest possible pressure be brought to bear against the enemy. I cannot impress you too strongly with the great responsibility we have to the people of this country of doing everything within our power to conserve the resources of the United States Government.

Sincerely yours,

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

AFRAL

AFRCM

AFOCR

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SAS 452.1 (1468)

SAS 452.1 (1468)

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12/28/44  
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AFMMD-2A  
LtCol R. Satchelder/bi/6233  
4 July 1944

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12/17/76

*Sm*

4 July 1944

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR

Subject: Suggestions from VIII Air Force in Connection with B-17's.

1. In reply to your memorandum of 30 June concerning suggestions from the VIII Air Force in connection with B-17's, the following comments are submitted:

Reduction of crew protection armor plate in favor of armor plate for engines -

Twenty-five B-17's equipped with engine armor have just been sent to the 8th Air Force for trial and approval, and action has been initiated to supply production B-17 airplanes with flak curtains and thin armor plate in addition to the supplying of 53,000 flak curtains of various sizes for theatre installation. The engine armor installation will be incorporated in production as soon as its effectiveness is determined by the 8th Air Force.

Emergency Power for 1820 engines to avoid rocket attack -

Water injection for the 1820 engine is currently in the flight test stage at Wright Field with every indication that satisfactory kits can be available in approximately five months. In the meantime another method of increasing the emergency power has been developed through changing the carburetor enrichment jet and needle which increases the horsepower rating from 1200 to 1400 at 2500 RPM, giving an increase of approximately twenty mph at 20,000 feet. Kits for this improvement are now becoming available and will be forwarded to the theatre as rapidly as produced. It is estimated that the water injection, when developed, will add another seventeen mph.

Copy: Gen Timberlake

SAD 452-1 (1468)

*File into 452-1*

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SAD 452-1 (1468)

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Shortage of H2K Test Equipment -

An overall shortage of I-Band Radar test equipment has persisted despite all AAF efforts to increase Signal Corps production. Because of the higher priority of the B-29 Program, which requires the same equipment, only approximately 30% of the VIII Air Force's requirements have been met to date, however, this matter is being followed closely by this Headquarters.

Electrically Heated Gloves and Shoes -

In accordance with request of VIII Air Force, requirements were established for 100% spare gloves and 50% spare shoe inserts in March.

The full complement of spare shoe inserts have been shipped and over 20,000 have arrived in U.K.

Over half of the required spare gloves have been shipped and the balance is scheduled for shipment this month.

*Soe*  
O. P. ECHOLS  
Maj. General, U. S. A.  
Asst. Chief of Air Staff  
Material, Maintenance & Distribution

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DD Form 1300  
1 Jul 68

By *Alco* / *TC*; Date *12/7/76*

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By Authority of  
The Comptroller General  
Army Air Force  
*10 Jul 76* *XX* *EE*  
Date *10 July 1998*

Distribution of Aircraft

Chief of Air Staff

AC/AS, OC&R, Commitments Division

1  
DEMO/sgm 2820

1. There is inclosed copy of report showing distribution of aircraft received from factory and modification centers during June 1944.

Incl.  
Soh. dtd  
*7/9/44*  
subj. abv.

T. L. MOSLEY  
Colonel, Air Corps  
Chief, Commitments Division

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by *ALB/DS* on *10/2/76*

PT-13 Production and Requirements

AC/AS, Plans  
Attn: GENERAL JANISON

Deputy Chief of Air Staff

7 July 1944

PRI/eva/5265<sup>3</sup>

1. Since the Army Air Forces have decided to standardize on only two types of single-engine training aircraft, it is necessary that production lines of these two types be maintained. The Army Air Force representative is instructed to recommend production of PT-13 aircraft at Boeing, Wichita, be continued at the rate of 65 airplanes per month, plus normal spares, throughout 1945.

1 Incl n/c  
Added--Informal note  
of Gen. Wilson this subj.

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

Dispatched

7 JUL 1944

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By *al* / AC Date *12/76*

Radio-controlled Airplanes to U.K.

AC/AS, Materiel, Maintenance and Distribution  
Attn: GENERAL ECHOLS  
Deputy Chief of Air Staff

5 July 44

<sup>1</sup>  
PWT/eva/5265

1. It is desired that instructions be issued to fly the B-17 and B-24 radio-controlled airplanes to U.K. for use as mock-up airplanes. It is understood that flight can start on or about 11 July. The 13 kits and civilian engineers will be picked up en route and will accompany the aircraft if practicable.
2. It is assumed that you will initiate all necessary action.

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

*Handwritten:*  
7-6-44

Dispatches  
5 JUL  
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DOD 105  
8 Jan & 20 Jan 1974  
By ALB SAC, Date 12/76  
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DATE 01/05/83 BY SP-10/...

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5 July 1944

**MEMORANDUM FOR GENERAL ARNOLD:**

1. Letter just received from Major General Fred Anderson contains the following information:

"We have just finished the installation of the controlling mechanism on ten (10) B-17's, and intend to load them with about 26 thousand pounds of explosive and to use them for experiments on the big NOBALL sites. If we can get accuracy, it certainly ought to jar something loose. This project was initiated by Williamson and he had the first airplane flying four days from the time he conceived the idea. I think he deserves great credit for this."

2. Your commendation to General Spaatz was dispatched after this letter was written and prior to its receipt, which fits in very nicely with the foregoing reference to initiative and accomplishment.

L. S. KUTER,  
Major General, U.S.A.  
Assistant Chief of Air Staff, Plans.

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BY: *AS/...* 10/7/76

10 JUN 1944

Brigadier General C. V. Haynes  
Hq. First Air Force  
Mitchel Field,  
Long Island, New York

Dear CV:

In reply to your letter of the 24th of June, we are now able to state that several steps have been taken to improve the combat efficiency of the B-24 airplane by lightening the weight, improving the armament, affording greater visibility for the bombardier and navigator, and by giving better aerodynamic characteristics to the airplane itself. In addition to this, the R1820-75 engine is being installed on the prototype K airplane at Willow Run, which will give an increase of 150 h.p. per engine.

Improved visibility for the bombardier and navigator by installing the four blisters recommended in the recent Fifteenth Air Force report prepared by Colonel Bunch, is now being accomplished in production at Willow Run and at the modification centers for other B-24 airplanes. In an effort to increase the visibility and also reduce weight, and at the same time to improve the performance characteristics of the B-24, three studies are now under way, incorporating different solutions to the nose gun installation.

The first of these is the installation of the Emerson model 128 ball turret in the nose of a B-24G. This installation is lighter than the standard Motor Products turret now in current use by approximately 300 pounds. Its installation provides greatly improved visibility for both bombardier and navigator. The ball turret fits smoothly into the contour of the nose section, resulting in reduced drag, improved pilot visibility, and increased performance of the airplane. This airplane has been undergoing comparative tests at Eglin Field with a standard B-24J, and preliminary reports are quite favorable, although the final analysis has not been made. The turret itself is believed to be an improvement over the standard nose turret and incorporates the feature of being stabilized.

The second study is the installation of a B-17 nose on a B-24J airplane. This installation was recently completed at the Middletown Air Depot and the airplane is now ready for flight test.

The third project is the installation of the A16 chin turret on the B-24. This installation is now well underway at the San Antonio Air Depot and should

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COPY FOR GEN. GILES

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be ready for flight test within a month.

A comparative study of these three installations should give us a fix on a standardized type of installation for the B-24 airplane. At the present time the Emerson ball turret is the most promising of the three, and the installation of the B-17 nose on the B-24 presents more difficulties than either of the other two.

In an effort to reduce weight and at the same time afford ample fire protection from the rear of the airplane, four studies are under way of installations to replace the standard Dash 5 tail turret now in use. The first of these studies consists of hand held twin 50 caliber machine guns mounted in a belt frame which is pivoted on its vertical axis. A plexiglas dome with two vertical slots permits moving the guns in elevation and depression, and the azimuth motion is received by swinging the gun mount and the belt frame. A canvas bellows on each side of the belt frame effects a complete closing of the area between the belt frame and fuselage, when the guns are swung to the extreme azimuth positions. This installation effects a saving of 280 pounds over the Dash 5 turret. It permits 55° elevation, 50° depression and 120° of motion in azimuth. It gives a square pattern of fire, and incorporates flak plate and bullet proof glass gunner protection, and utilizes an E-6 sight. A total of 1200 rounds of ammunition may be carried. The prototype of this installation is now at the Tuscon modification center, where Consolidated engineers have made minor improvements, and an improved model will be available for flight test and air firing at Eglin Field by the end of the month.

The second of the tail gun installations is a straight Bell Power Boost mount which was developed for the Seventh Air Force by the Tuscon modification center. It is hoped that operational reports from the theater will soon be received giving us first hand information as to the desirability of this installation.

The third tail gun installation was developed by the Ford engineers at Willow Run. It incorporates the feature of having hand held guns or Bell Power Boost mount easily interchangeable in the field. This would permit the installation of hand held guns as an interim measure until such time as the bell power boost becomes available, at which time units equipped with this tail gun installation could easily make the changeover in the field. The guns on the Ford design are installed on flanges which carry the cradle in a vertically mounted ring, which is supported at four points on the fuselage of the airplane, similar to an engine mount installation. The skin is held in place by Dzus fasteners which make the guns readily accessible for maintenance. The gunner's visibility is excellent. A constant radius of curvature sighting dome is provided, which is jettisonable in flight, permitting its use as an emergency escape hatch. Two side windows in the fuselage and one overhead window just aft of station 9.2, are added, and the elevator is cut away at an angle of 45° from the fuselage to provide

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additional visibility for the gunner when he is not riding in firing position. This installation effects a saving of approximately 230 pounds. 50° in elevation, 45° in depression, and 104° of azimuth are provided. The M-8 sight, or any of the K series sights may be used. The fire pattern is a rounded square. The prototype of this installation should be at Eglin Field for flight test and air firing by 8 July.

The fourth of the tail gun installation studies is the design by Southern Aircraft Corporation, builders of the Dash 5 turret for Consolidated Vultee. Two of these turrets are now under construction. It is a power boost mount which is very similar in general characteristics to the Ford design. The main feature is that the entire turret may be installed on the airplane in the field by four belts. In order to speed production, elements used in the design of this turret were standard parts from the Dash 5 or parts which are readily available in stock, or for which all tooling has been accomplished. Like the Ford design, it is planned to have these guns arranged to be operated manually as well as with the power boost. 50° of elevation, 45° of depression, 100° in azimuth and a rounded square pattern are provided. This turret utilizes any of the K series sights and effects a saving of 230 pounds over the Dash 5 turret in current use. At least one of these turrets should be available for test flight and air firing at an early date.

In addition to the contemplated change in nose gun and tail installation, the following items are proposed changes which should also increase the effectiveness of the B-24 airplane:

- a. The boot type deicing equipment has been removed, and heated or thermal wing deicing equipment is now in production at Consolidated San Diego, and is scheduled to soon be in production at all B-24 factories.
- b. The enclosed waist gun window is now in production at Willow Run, and will shortly be in production at all factories.
- c. The prototype K airplane scheduled to fly September first incorporates the single fin airbrake, as well as a redesigned pilot's canopy, and redesigned aileron controls to increase their sensitiveness and reduce the effort required to operate.
- d. Flak curtains in lieu of armor plate will be standard equipment on airplanes from Willow Run after the 15th of July, and shortly after that from the other factories.

Regarding the location of the navigator, you may get some idea of the design difficulties involved from the fact that the Fifth, Seventh, and Thirteenth Air Forces require the navigator to be located on the flight deck. On the other hand, the Fifteenth Air Force desires the navigator in the nose

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Lt Col MacElroy /ao 8592  
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facing aft, while the Eighth Air Force desires the navigator in the nose facing forward.

It is hoped that the points mentioned will give you some idea of the work now underway to improve the combat efficiency of the B-24. Most of these projects are now at a stage where flight testing will give us an answer as to which is to be desirable. I am sorry that at this time that data is not available.

Sincerely,

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

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By *llh* on 10/2/76  
DZMitchel Field, New York  
24 June 1944

Lieut. General Barney M. Giles  
Chief of Air Staff  
Headquarters Army Air Forces  
Washington 25, D.C.

Dear Barney,

Have just finished reading a report from the Fifteenth Air Force outlining the deficiencies of the B-24's. Two of these deficiencies are those that you and I discussed and verified last February at the National Airport in Washington. The main deficiency was the blindness or lack of proper visibility in the nose compartment for the bombardier and the navigator. At that time, it was agreed to place Pyrex windows on each side of the bombardier's compartment to afford better visibility. It was also agreed to move the navigator to the flight deck or pilot's compartment. It was my understanding that these modifications were to be made in the factories on new B-24 planes in production. However, information at hand indicates that these modifications are not coming off the production line, with the result that the boys overseas are having to modify their own planes as can be seen by the following quoted report.

"All through this initial period of operation, the bombing results obtained were poor compared to the results obtained with the B-24B. The navigators complained that their visibility was not sufficient to allow them to do their proper job of navigating. As a result, IP's were being missed, bombing runs were being crowded, and the bombardiers, who also had insufficient visibility, were not able to see directly ahead or to either side in order to "dro," on their section leader. Improvement in forward and downward visibility for the bombardier and navigator was obtained by adding two (2) 17 1/2" x 18 1/2" x 6" blisters for the navigator and two (2) 15 1/2" x 15 1/2" x 6" blisters for the bombardier. These blisters were sufficiently large to allow forward, downward and rearward visibility for both the navigator and bombardier when wearing the type M-1 metal helmet which is now worn on all combat missions. In the case of the B-24H airplane, four (4) additional windows 14" x 16" were installed, two (2) on each side of the bulkhead immediately to the rear of the Emerson nose turret. With these visibility improvements, both the Bombardier and navigator were then able to do their job properly and the bombing record of these aircraft showed immediate improvement."

Information at hand indicates that the new B-24's with the front and rear turrets are so heavy that it is almost impossible to attain an altitude of 25,000 feet. These additional turrets, together with other

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added electrical equipment, greatly overloads the electrical supply on the plane and many abortive missions are caused due to the lack of this necessary electrical power. It is my firm belief that the new B-24J would be a better airplane if these two turrets were deleted and lighter manually operated turrets, such as chin turrets on the B-17, were added. After all, a turret that is unreliable is in my opinion worse than two free flexible guns in their stead.

Another point in question is that the present Pratt Whitney engines on B-24J's were designed to cool at speeds above 190 mph. With the present overloaded B-24J's, cruising speed is approximately 165 mph indicated. With the additional overload and the lack of sufficient speed excess engine failures and abortives are being experienced.

Anything you can do to remedy the situation will be agreeably accepted by the I Bomber Command and more so by the boys that are actually fighting the war in these planes.

Why not pay us a visit sometime! Best personal regards.

G. V. HAYNES,  
Brigadier General, USA

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BY: *ALB* / *10/17/78*

10 JUL 1944

Brigadier General C. V. Haynes  
Hq. First Air Force  
Mitchel Field,  
Long Island, New York

Dear CV:

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Lt Col MacElroy /ao #692  
Wrtm July 44

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Sincerely,

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

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10 JUL 1944  
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HEADQUARTERS I BOMBER COMMAND  
OFFICE OF THE COMMANDING GENERAL, MITCHEL FIELD, N.Y.

24 June 1944

Lieut. General Barney M. Giles  
Chief of Air Staff  
Headquarters Army Air Forces  
Washington 25, D. C.

Dear Barney:

Have just finished reading a report from the Fifteenth Air Force outlining the deficiencies of the B-24J's. Two of these deficiencies are these that you and I discussed and verified last February at the National Airport in Washington. The main deficiency was the blindness or lack of proper visibility in the nose compartment for the bombardier and the navigator. At that time, it was agreed to place Pyrex windows on each side of the bombardier's compartment to afford better visibility. It was also agreed to move the navigator to the flight deck or pilot's compartment. It was my understanding that these modifications were to be made in the factories on new B-24 planes in production. However, information at hand indicates that these modifications are not coming off the production line, with the result that the boys overseas are having to modify their own planes as can be seen by the following quoted report.

"All through this initial period of operation, the bombing results obtained were poor compared to the results obtained with the B-24D. The navigators complained that their visibility was not sufficient to allow them to do their proper job of navigating. As a result, IP's were being missed, bombing runs were being crowded, and the bombardiers, who also had insufficient visibility, were not able to see directly ahead or to either side in order to "drop" on their section leader. Improvement in forward and downward visibility for the bombardier and navigator was obtained by adding two (2) 17 1/2" x 18 1/2" x 6" blisters for the navigator and two (2) 15 1/2" x 15 1/2" x 6" blisters for the bombardier. These blisters were sufficiently large to allow forward, downward and rearward visibility for both the navigator and bombardier when wearing the type M-1 metal helmet which is now worn on all combat missions. In the case of the B-24E airplane, four (4) additional windows 14" x 16" were installed, two (2) on each side of the bulkhead immediately to the rear of the Emerson nose turret. With these visibility improvements, both the bombardier and navigator were then able to do their job properly and the bombing record of these aircraft showed immediate improvement."

Information at hand indicates that the new B-24's with the front and rear turrets are so heavy that it is almost impossible to attain an altitude of 25,000 feet. These additional turrets, together with other

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added electrical equipment, greatly overloads the electrical supply on the plane and many abortive missions are caused due to the lack of this necessary electrical power. It is my firm belief that the new B-24J would be a better airplane if these two turrets were deleted and lighter manually operated turrets, such as chin turrets on the B-17, were added. After all, a turret that is unreliable is in my opinion worse than two free flexible guns in their stead.

Another point in question is that the present Pratt Whitney engines on B-24J's were designed to cool at speeds above 190 mph. With the present overloaded B-24J's, cruising speed is approximately 165 mph indicated. With the additional overload and the lack of sufficient speed excess engine failures and abortives are being experienced.

Anything you can do to remedy the situation will be agreeably accepted by the I Bomber Command and more so by the boys that are actually fighting the war in these planes.

Why not pay us a visit sometime? Best personal regards.

/s/ C. V. HAYNES  
C. V. HAYNES  
Brigadier General, USA

P.S. I wrote a letter to Army Air Forces regarding the lack of visibility of the B-24H and J's, Dec 4, 1943. - C.V.

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By: *all/af* Date: *10/17/76*

AFRDB

JUL 7 1944

MEMORANDUM FOR GENERAL TIDWELL:  
Subject: B-24 Modifications.

1. The board which met to study the B-24 airplane with a view to reducing its weight and increasing its combat efficiency resulted in an RAR to AC/AS, COMAF, subject "Short and Long Range Modification Program on B-24 Airplanes," dated 12 April 1944. Modifications desired were listed under two headings, I. IMMEDIATE OR NEAR FUTURE MODIFICATIONS and II. LONG RANGE MODIFICATIONS. The following are the most important of the required modifications under heading I.:

- a. Remove the present tail turret immediately from Eighth, Fifteenth, Seventh and Thirteenth Air Forces airplanes and install Bell power boost mount. Hand hel guns will be used as an alternate until Bell power boost mount is available.
- b. Substitute flak curtain in lieu of armor plate behind pilot and copilot as soon as the supply of flak curtain material is available to effect the change.
- c. Install a streamlined cylindrical blister on each side of navigator's compartment for the aircraft allocated to the Eighth and Fifteenth Air Forces.
- d. Provide additional bombardier's window on each side aft of bombardier's present visibility section. This window to be as large as possible consistent with structural limitations.
- e. Install bulged non-distortion side window in pilot and copilot positions to give adequate down and side vision, these windows to serve as escape hatch when fully opened.

2. Under Long Range Modifications, the following items were listed:

- a. Single tail to be incorporated on all B-24 aircraft as soon as practically possible.
- b. Proceed with installation of B-105-75 engines with the least possible delay.
- c. Present directive on canopy redesign for B-24 aircraft should be altered to the extent that bullet resistant side sliding panels should not be incorporated.

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- d. The new Policy 42 engine fire extinguisher should be installed in all production B-24 aircraft if proven satisfactory in service test.
- e. No ferrous armor plate, installed in fixed positions or turrets of B-24 aircraft, shall be over  $\frac{1}{2}$ " in thickness.
- f. Reinforce bomb bay doors to provide adequate ditching characteristics with a minimum amount of weight.
- g. Investigate possibilities of using some type of powered, remotely controlled waist guns to replace present waist gunners, ball turret, and operator.

3. The accompanying letter written in reply to General C. V. Haynes' letter to General Giles lists the present status of projects designed to decrease the weight and increase the effectiveness of this airplane.

Incl  
ltr as abv stated

WILLIAM F. McKEE  
Colonel, A.C.,  
Deputy Asst. Chief of Air Staff,  
Operations, Commitments & Requirements

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Authorized by  
The Chief of Air Staff  
Army Air Forces  
Date \_\_\_\_\_ Initials \_\_\_\_\_

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By *Adm/AJE* Date *12/7/76*

AFRDS

5 JUL 1944

**MEMORANDUM FOR THE CHIEF OF AIR STAFF:**

**Subject: Status of Hot Weather Test on B-29 Airplane**

1. A hot weather test was set up by Army Air Force Proving Ground Command at Eglin Field, Florida, to determine the best ground operating procedure in hot weather as directed by the Chief of Air Staff.
2. One airplane was ordered to Blythe, California, with the pilot in command given the initiative to choose the most adequate place for the test. Phoenix was chosen and preliminary tests were completed 1 July 1944.
3. Preliminary information was telegraphed to Eglin Field by the Project officer as follows:
  - "Tests completed satisfactorily. 800 RPM is ideal idling speed.
  - "Procedure Number 2 is the best. 27° cowli flap setting is essential. The ground temperature during the test was 103°f."
  - "Procedure Number 2 is accomplishing engine run-up, checking magnetos, RPM, and turbo in the revolvment when taxiing to take-off position at 800 RPM and taking off immediately.
4. The airplane is now awaiting weather clearance to return to Eglin Field from Luke Field.
5. Due to urgency of installing Winker bomb bay doors on the remaining B-29 airplane assigned to Eglin, only one airplane was set up for the hot weather test while the other proceeded to Seattle for the door installation. This airplane has returned to Eglin from Seattle with the doors and is at present having a 100-hour inspection.

*S.P.A. 4521 (1460)*

*Edw  
P. 8. 44*

**E. A. Craig**  
Major General, U. S. Army  
Asst. Chief of Air Staff  
Operations, Commitments & Requirements

*G. H. ...*

**SECRET**  
**DECLASSIFIED**

*4521 1460*

DECLASSIFIED

DECLASSIFIED

DDO HPS

9 Jan. & 20 June 1974

by *Alm/DE* Date *10/27/76*

Airplane Strength of 14th and 10th Air Forces

AC/AS - Operations, Commitments & Requirements

Chief of the Air Staff

8 July 1944

JRB/ia/73691

1. Noted.

2. Recommendation contained in paragraph 2, Comment No. 2, that there be no change in present allocations of the F-5 is approved.

Signed

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

*SA 2 452.1 (145)*

DISPATCHED  
8 JUL 1944  
AAG

*File  
File  
ci*

DECLASSIFIED

*SA 2 452.1 (145)*



DECLASSIFIED ~~SECRET~~

DECLASSIFIED

DDO #73

1 Jul & 10 June 1974

By alm/ae Date 10/2/76

Airplane Strength of 14th and 10th Air Forces.

AC/AS - OCAF

30 June '44

Chief of the Air Staff.

1

1. General Arnold desires that all units in the 14th Air Force and the 10th Air Force be brought up to full strength in airplanes.
2. Let us know what effect this will have on other programs and when you will be able to meet this directive.

Signed

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

SAS 452.1 (1457)

Dispatched

1 JUL 1944

ADG

DECLASSIFIED  
~~SECRET~~

See 452.1 (1457)

DECLASSIFIED

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~~CONFIDENTIAL~~

by *abm/NE* Date *10/2/76*

Aircraft Requirements, Air Transport Command

AG/AS, OGR

8-18-44

Chief of the Air Staff

RHH:JT 5248

Forwarded for necessary action.

1 Encl.  
Name same subj  
from ATO 8-18-44

DONALD WILSON,  
Brigadier General, U. S. Army,  
Acting Chief of the Air Staff.

UNRECORDED  
19 AUG 1944  
403

*SAD 452.1 (MSA)*

DECLASSIFIED  
~~CONFIDENTIAL~~

*452.1 (1424)*

~~CONFIDENTIAL~~

DECLASSIFIED

DECLASSIFIED

DD FORM

1st. 8-28-1964  
By *Alan/je* Date 12/76

AFDMA-2A

Maj. Jones/afn/dk/6330  
Written 2 August 1944

Rewritten 9 August 1944  
AFCAS/RWH/3373

10 AUG 1944

Lt. Col. Harold E. Hartney  
Aeronautical Consultant  
1411 Pennsylvania Avenue, N.W.  
Washington D. C.

Dear Colonel Hartney:

The Burnelli design proposal submitted to this office for consideration has been studied by qualified personnel to ascertain its merits as a long range bombardment aircraft. Based on the referenced study a decision has been reached that the airplane does not offer characteristics of sufficient superiority over existing or proposed airplanes to warrant the development of such a design.

The principal factors affecting this decision are:

1. Aerodynamically, subject airplane does not show sufficient improvement over similar types to warrant its development.
2. The large size of the ducts dictated by the engine installation requiring large cut-outs in both front and rear spars and the abrupt change in size from the central portion to the outer panels of the wing result in a structurally inefficient combination.
3. There is an excessive amount of armament especially in view of the fact that bomber missions are run by formations in which the total fire protection of the formation can be counted upon.
4. The proposed airplane does not meet the Military Characteristics for Heavy Bombardment Type Airplanes. The most serious deficiencies in this respect are with regard to operating altitude, high speed at operating altitude, service ceiling and average speed for required range.

SP 11-50 8-45  
B (EVAL) 1-7-50 8-45

Returned herewith is Central Aircraft Corporation drawing Number 7-2101 of Burnelli Long Range Bomber.

Your patriotic interest in the furtherance of the war effort is greatly appreciated.

Sincerely yours,

Signature

DONALD WILSON,  
AFCAS Brigadier General, U.S. Army  
Chief of Air Staff.

AFDMA-2      AFDMA-1      AFDM-1

Incl.  
Drawing

DECLASSIFIED

COPY FOR THE OFFICE OF THE SECRETARY OF AIR STAFF

452.1 145218

~~CONFIDENTIAL~~  
DECLASSIFIED  
DECLASSIFIED  
DOO HRS

8 JAN 20 1977  
By: [Signature] Date: 10/2/76

AFDMA-2A  
Maj. Jones/afn/dk/6330  
Written 2 August 1944

Rewritten 9 August 1944  
AFCAS/RWH/3373

10 AUG 1944

Lt. Col. Harold E. Hartney  
Aeronautical Consultant  
1411 Pennsylvania Avenue, N.W.  
Washington D. C.

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3. There is an excessive amount of armament especially in view of the fact that bomber missions are run by formations in which the total fire protection of the formation can be counted upon.
4. The proposed airplane does not meet the Military Characteristics for Heavy Bombardment Type Airplanes. The most serious deficiencies in this respect are with regard to operating altitude, high speed at operating altitude, service ceiling and average speed for required range.

Returned herewith is Central Aircraft Corporation drawing Number 7-2801 of Burnelli Long Range Bomber.

Your patriotic interest in the furtherance of the war effort is greatly appreciated.

Sincerely yours, [Signature]

10 AUG 1944  
AAG

DONALD WILSON,  
Brigadier General, U.S.A.  
AFCAS, Chief of Air Staff.

AFDMA-2      AFDMA-1      AFMD-1

COPY FOR THE OFFICE OF THE CHIEF OF AIR STAFF

Incl.  
Drawing

DECLASSIFIED

~~CONFIDENTIAL~~

Written 3 August 1944

SUBJECT: Burnelli Design Study

DECLASSIFIED

DECLASSIFIED  
DOO Hqs.

8 Jan. & 20 June 1978  
By 02/10/78 Date 10/2/76

TO: Chief of the Air Staff

DATE 4 AUG 1944

FROM: AD/AS - M&S

Comment No.   1    
Maj. Jones/afn/6399

1. Submitted herewith per paragraph two (2) above is letter prepared for your signature to Col. Harold E. Hartney.

(Signed) E. M. Powers

E. M. POWERS  
Brigadier General, U. S. A.  
Deputy Asst. Chief of Air Staff,  
Material and Services

Incl:  
Ltr as stated above.

DECLASSIFIED  
CONFIDENTIAL

~~CONFIDENTIAL~~  
DECLASSIFIED  
EOD 11/3

By *dc* / *10/17/76*

*Miss  
Receipt*

Drawing of Proposed Airplane.

General Echols

28 June 1944

General Wilson

DN/gwd/GST1 <sup>1</sup>

Colonel Harold E. Hartney was in today and left with me the attached drawing of a proposed airplane. He stated that some consideration had been given to this design by your people, and requested that the drawing be shown to General Arnold. Please let me have your comments as to the value of this proposition.

DONALD WILSON,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

Incl: Drawing.

*452.1*  
*(1452)*

DECLASSIFIED  
~~CONFIDENTIAL~~

*File  
HT.*

*452.1* *(1452)*

DECLASSIFIED

DECLASSIFIED  
DOO lrs

Jan. & 20 June 1974  
By *al* / *LC, Date 6/17/76*  
*DE*

Burnelli Design Study

AC/AS - M.M.&D.

Chief of the Air Staff

27 July 1944

RHH/1a/3373

2

1. Noted.
2. Returned for preparation of letter to Col. Hartney as suggested in Comment No. 1, paragraph 3.

~~Signature~~

DONALD WILSON  
Brigadier General, U. S. Army  
Acting Chief of the Air Staff

Incl:  
n/c

*SH 8*  
*452.1*  
*(1452)*  
*0*

27 JUL 1944  
AOG

*File*  
*a*

DECLASSIFIED

*al* / *452.1*

*(452)*  
*B*



Drawing of Proposed Airplane

~~CONFIDENTIAL~~  
DECLASSIFIED  
DDO 808  
E.O. 12958  
By *al* / *10* / *19* / *76*

TO: General Wilson  
FROM: General Eshels

DATE: 1 July 1964

Comment No. 2  
Maj. Jones/afm/6330

452.1  
1452

1. This design had been presented to this office at an earlier date for consideration. By letter dated 14 April 1964 the study was transmitted to Material Command for study and comments which in turn are to be transmitted to the Bernalli Company to be used by that Company in selling their product to one of the major companies. This office will entertain this design if the results of the study now being undertaken by Material Command are favorable and if it is proposed by one of our leading aircraft companies.

2. Upon receipt of the comments from Material Command, your office will be informed of whatever final action is decided upon.

(Signed) E. M. Powers

C. P. ESHELS  
Major General, U. S. A.  
Asst. Chief of Air Staff  
Material, Maintenance & Distribution

Incl: W/D

DECLASSIFIED  
~~CONFIDENTIAL~~ 248 452.1 1452

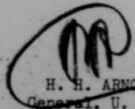
WAR DEPARTMENT  
COMMANDING GENERAL, ARMY AIR FORCES

DATE 6/29/44

MEMORANDUM FOR: *Gen. Arnold*

*Gen. Wilson talked  
to Col. Hartney.  
Received a picture  
of the new bomber  
and sent it up  
to Gen. Echols for  
comment.*

*CAB*



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

3-7900, AF

HAROLD EVANS HARTNEY

Occidental Hotel  
Washington, D. C.  
June 28, 1944

Dear General Arnold:

While it was a disappointment not to see you, personally, to-day, I found in General Donald Wilson a most appreciative listener to the proposal of a super-bomber with super armament (50 cannon) of high performance and features possible only in the large lifting fuselage type plane.

All I wanted to-day was to acquaint you with progress working along with various members of the staff and have you issue a "hurry-up" directive on this type should you be 100% in accord.

General Wilson will probably tell you all about my visit and I want you to know I am at your service and can get over there on a moment's notice to the Pentagon should you get a minute and desire to see me.

Respectfully yours,

*Harold E. Hartney*  
Harold E. Hartney  
Lt. Col. (Inac.)  
A. of U. S.

HEH:dem

General H. H. Arnold  
Pentagon Building  
Washington, D. C.

7/1/44  
To: Gen Wilson  
EW

239

6/29

**CONFIDENTIAL**  
**DECLASSIFIED**

DECLASSIFIED  
DOD IIS

DATE 4 20 June 1974  
BY *Blk/...* 10/2/76  
FOE

Drawing of Proposed Airplane.

General Eshels

28 June 1944

General Wilson

DW/gwd/6371

Colonel Harold E. Hartney was in today and left with me the attached drawing of a proposed airplane. He stated that some consideration had been given to this design by your people, and requested that the drawing be shown to General Arnold. Please let me have your comments as to the value of this proposition.

**DOUGLAS WILSON,**  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

Incl: Drawing.

Dispatches  
29 JUN 1944  
AGG

*898 45-2 / (45-2)*

**DECLASSIFIED**  
**CONFIDENTIAL**

1

*File. Co. 210 June 1944*  
*Copy for Miss Legend*  
*45-2 (45-2)*

Op-31-CA-MML  
 (SC)44-3/VV  
 Serial: 0133231

DECLASSIFIED  
 DOD ltr  
 1 Jan 60 (Rev 1954)  
 Date 10/27/76

23 June 1944

From: Chief of Naval Operations.  
 To: Commanding General, U. S. Army Air Forces.

SUBJECT: C-54 Production and Allocation.

Reference:  
 (a) CMO secret ltr. Op-31-CA-MML, (SC)44-3/VV, Serial 0130831 dated 22 June 1944 with Enclosure (a).

1. Incident to the submission of an advanced copy of reference (a) to the Assistant Chief of Air Staff, Materiel, Maintenance and Distribution, for coordination prior to transmittal of the original of the reference to the Commanding General, Army Air Forces, the fact that the personnel version of the C-54 is readily convertible to the cargo version, has been brought out. Hence, it will be unnecessary to compute additional Navy C-54 deliveries from Chicago on the basis of the extra production at Santa Monica. The personnel version is completely acceptable to the Navy, and there is, therefore, no necessity for complicating the determination of extra allocations to the Navy by delivering all Navy C-54s from Chicago.

2. Subparagraphs (d) and (e) of paragraph 6 of reference (a) should, therefore, be modified to read as follows:

- (d) That the Army Air Forces agree to increase Navy deliveries of C-54s by the number of additional C-54s which are actually delivered as the result of the increased schedule at Santa Monica proposed herein. These deliveries to be made from Santa Monica as the increased production schedule is attained.
- (e) That this additional allocation be adjusted solely on the basis of the increase in the delivery rate from Santa Monica, since that is the production to which the Navy is contributing the assistance from El Segundo. The status of production at Chicago is not to be considered in determining these additional allocations.

s/ A. W. Radford  
 A. W. RADFORD  
 Acting Deputy Chief of Naval Operations (Air)

DECLASSIFIED  
 DOD ltr  
 1 Jan 60 (Rev 1954)  
 Date 10/27/76

NAVY DEPARTMENT  
 OFFICE OF THE CHIEF OF NAVAL OPERATIONS

DECLASSIFIED  
 DOD ltr  
 1 Jan 60 (Rev 1954)  
 Date 10/27/76  
 22 Jun 1944

Op-31-CA-MML  
 (SC)44-3/VV  
 Serial: 0130831

From: Chief of Naval Operations.  
 To: Commanding General, U. S. Army Air Forces.

SUBJECT: C-54 Production and Allocation.

Enclosure:  
 (A) Copy of Douglas Aircraft Co. TRX of 1535 dated June 20, 1944.

1. J.C.S. 888 establishes an allocation of 25 C-54s from Army to Navy during the last half of 1944, and a tentative allocation of an additional 25 C-54s during the first half of 1945, both allocations being based upon the assumption that 100% of the production scheduled in W-10 (prior to May 25th revision) will be met. If not, production slippage will be borne in proportion to the quantity allocated.

2. The serious shortage of C-54s in the Navy and the fact that presently scheduled allocations do not even approach requirements are well known to the Army Air Forces. It was for this reason that the Navy was forced to undertake the production cognizance of the RY-3 (C-87C) and the R2Y at Consolidated, San Diego. It now appears that the R2Y will be unsatisfactory as a service transport and that production is not justified. Over half of the RY-3s which will be produced are committed to the Royal Air Force to fulfill the original Army Air Forces obligation on this production. Moreover, the inferiority of these types in comparison to the C-54 is well known.

3. The obvious answer to the Navy's predicament lies in increased C-54 production. In order to explore the possibilities of such action, conferences were held with Douglas officials as to what results could be realized by devoting the facilities of the El Segundo Douglas plant to C-54 production. It was apparent that much time could be saved in this investigation by sending representatives to California to discuss the matter directly with Messrs. Douglas, Conant and Rogers. In order that the Army Air Forces might be fully cognizant of the proceedings and to insure coordination of effort, General Echols was asked to send a representative to attend all discussions. Colonel Barber, of Materiel, Maintenance and Distribution was designated as the Army Air Forces representative.

4. It was soon apparent in the discussions that little use of the El Segundo facilities could be devoted to C-54 production if the BT2Ds were to be produced as scheduled. Accordingly, Douglas was asked to submit a proposal on C-54 production with the BT2D program reduced to 15 prototype airplanes, with contract balance carried as a pending program. The two general premises under which the study was to be made were (1) increase of presently scheduled C-54 production under Army Air Forces cognizance by maximum component fabrication at El Segundo, and (2) by setting up a C-54 line in El Segundo. Acceleration of deliveries was stated to be the most important objective, rather than increase of eventual peak production.

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5. Enclosure (A) represents the Douglas evaluation of the Navy proposal. It is apparent, from the enclosure, that it will be impracticable to consider the establishment of a C-54 production line at El Segundo. While it is believed that the tooling difficulty could be cleared through the use of other facilities and the RT2D interference could be eliminated by deferring this development, the predicted retardation of Santa Monica acceleration precludes consideration of this course of action. The increased schedule for Santa Monica indicates an appreciable gain over the May 25th revision to W-10. Beginning in 1945, however, the increased production will be in personnel transports, whereas the Navy's requirement is for cargo transports. It is, therefore, necessary that an agreement be reached between the Army Air Forces and the U.S. Navy as to increased allocations of C-54s to the latter service in quantity equivalent to the net increase in production attained through the use of the El Segundo plant.

6. In view of the foregoing, the U. S. Navy makes the following proposal:

(a) That the present W-10 schedule for C-54 production at Santa Monica be increased from:

1944												1945											
Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec						
9	11	13	13	13	13	17	18	24	27	34	38	43	50	50	50	50	50						
To: 9	12	15	15	16	16	21	21	29	32	39	43	49	56	57	57	57	57						

(b) That this increase is to be made possible by the use of the El Segundo as outlined in Enclosure (a).

(c) That present Navy allocations of C-54s be unchanged by this proposal and that deliveries of these aircraft be made in accordance with recently approved blocking, i.e.,

1944						1945					
Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
5	5	5	5	5	---	5	5	5	5	5	---

subject, of course, to such adjustment as may be necessary as the result of production slippage or acceleration, in which case proportional changes would be made.

(d) That the Army Air Forces agree to increase Navy deliveries of cargo C-54s by the number of additional C-54s which are actually delivered as the result of the increased schedule at Santa Monica proposed herein. These deliveries could be made from Santa Monica so long as that facility is producing the cargo version, but would have to come from the Chicago production thereafter.

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(e) That this additional allocation be adjusted solely on the basis of the increase in the delivery rate from Santa Monica, since that is the production to which the Navy is contributing the assistance from El Segundo. Slippage at the Chicago plant should not affect the additional allocation regardless of whether or not the planes are delivered to the Navy from Chicago, since in the latter case, the Army Air Forces would receive planes from Santa Monica in quantity equivalent to the Navy's contribution.

(f) That, at subsequent allocations conferences leading to revision of existing allocations agreements such as J.C.S. 888, the Army Air Forces agree to consider C-54 production resulting from the use of El Segundo as a firm Navy allocation, without prejudice to existing or future commitments of other C-54s to the Navy from production which is derived from the facilities of Santa Monica and Chicago exclusive of El Segundo assistance.

7. It is requested that this matter be considered as one of great urgency, and that the decision and implementation thereof be expedited in every way possible.

(Signed) A. W. RADFORD

A. W. RADFORD  
By Direction

DECLASSIFIED

SANTA MONICA CALIFORNIA JUNE 20 1944 335P

TO BUREAU OF AERONAUTICS, NAVY DEPARTMENT, WASHINGTON, D. C.

FROM DOUGLAS AIRCRAFT CO. JOHN M. ROGERS

INFO COPIES -- BAR, EL SEGUNDO

BAR, WESTERN DISTRICT

RE BUAE 16 TWX 1753 June TO BAR EL SEGUNDO.

CONTRACTOR ADVISES THAT BASED ON AVAILABILITY OF LABOR, INCREASED PRODUCTION OF C54 OVER THAT NOW ESTABLISHED BY W-10 CAN BE ACCOMPLISHED, THROUGH USE OF EL SEGUNDO FACILITIES FOR FABRICATION AND ASSEMBLY OF TRANSPORTABLE UNITS, AS FOLLOWS:

1944

MONTH	NUMBER	OVER PRESENT W-10 SCHEDULE
AUGUST	1	" "
SEPTEMBER	2	" "
OCTOBER	2	" "
NOVEMBER	3	" "
DECEMBER	3	" "

1945

JANUARY	4	" "
FEBRUARY	3	" "
MARCH	5	" "
APRIL	5	" "
MAY	5	" "
JUNE	5	" "
JULY	6	" "
AUGUST	6	" "
SEPTEMBER	7	" "
OCTOBER	7	" "

MONTH	NUMBER	OVER PRESENT W-10 SCHEDULE
NOVEMBER	7	" "
DECEMBER	7	" "
TOTAL	78	" "

SETTING UP OF SEPARATE C54 PRODUCTION LINE AT EL SEGUNDO CONSIDERED ENTIRELY IMPRATICABLE SINCE IT WOULD EXERT TOO GREAT A DEMAND ON TOOLING CAPACITY AND REQUIRE EXTENSIVE ASSISTANCE FROM CONTRACTOR'S SANTA MONICA PLANT AT THE TIME THE LATTER FACILITY IS ACCELERATING C54 FROM 8 to 90 AIRPLANES PER MONTH TOGETHER WITH THE DEVELOPMENT AT EL SEGUNDO OF 15 PROTOTYPE BYED. ALL C54 FROM SANTA MONICA, ASSISTED BY EL SEGUNDO WILL BE PERSONNEL TRANSPORTS BEGINNING FIRST PART OF 1945. CHICAGO PLANT WILL CONTINUE PRODUCTION OF CARGO TYPE C54. CONTRACTOR WILL CONTINUE TO BE GOVERNED BY W-10 SCHEDULE NOW IN EFFECT UNTIL ADVISED BY THE BUREAU THAT THE PROPOSAL OUTLINED HEREIN IS ACCEPTABLE. SINCE TOOLING PROGRAM, REVISION TO PLANT LAYOUT, MATERIAL PROCUREMENT, PRODUCTION PLANNING, ESTABLISHMENT OF SUBCONTRACTORS MUST BE HELD IN ABEYANCE PENDING APPROVAL OF THE ABOVE PROPOSAL, CONTRACTOR REQUESTS IT BE ADVISED WITH ALL POSSIBLE DISPATCH, OVER THE SIGNATURE OF THE CONTRACTING OFFICE, OF THE BUREAU'S DECISION.

JOHN M. ROGERS  
VICE PRESIDENT  
CONTRACT ADMINISTRATION



**SECRET**

DECLASSIFIED:

000 ltr

1 Jan 6 20 June 1974

1st Incl. W. *W. W. W. W.*

AFDAS  
PWT/eva/5265

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

FROM: Headquarters, Army Air Forces, Washington, D. C.

29 JUN 1944

1. Since the demand for the C-54 type aircraft will remain greater than the production for some time to come, it is believed that the best use that can be made of the El Segundo plant is to augment that production.

2. Since the world-wide situation in 1945 cannot be foreseen at this time, the Army Air Forces cannot make a commitment regarding this increased production resulting from the El Segundo plant for that year. The Army Air Forces can however agree to consider the C-54 production resulting from the use of El Segundo for the balance of 1944 as a firm Navy allocation provided the present scheduled W-10 is accomplished. This production is presently estimated as 11 aircraft.

For the Commanding General, Army Air Forces:

~~Signature~~

**BARNET M. GILES,**  
Lieutenant General, U.S.A.,  
Chief of the Air Staff.

Dispatched  
29 JUN 1944  
603

1 Incl  
Ltr to CG, AAF from CNO  
this subj dtd 23 Jun 44,  
serial 0133231.

cc: *mm-o*  
*o csk*  
*Olano.*

*5AS 452.1-11449*

**SECRET**

*File*  
*5AS 452.1-11449*  
*SFS.*

Aircraft Factory at El Segundo, California  
AC/AS. Plans, Att'n: General *Timberlake* ~~Sanborn~~

26 June 44

Chief of the Air Staff

1

1. The Navy has proposed to turn over to AAF an aircraft factory building A-24 airplanes at El Segundo, California, provided that they in turn would be given all the additional C-54's that should be built as the result of this agreement provided that the W-10 schedule was fully met. According to the Navy figures there would be about eleven (11) extra C-54's built during the remainder of 1944.

2. General Echols informed me that he would be able to use these extra facilities to a good advantage and that it would be practicable to accept the Navy's offer insofar as increasing the C-54 production is concerned.

3. General Arnold stated that he would be willing to give the Navy the eleven (11) extra C-54's this year but would not at this time make any commitments for next year.

4. Prepare an answer to the Navy along these lines.

BARNETT M. GILES  
Lieut. General, U. S. A.  
Chief of the Air Staff

CAS 11265

**CONFIDENTIAL**

*JK*

DECLASSIFIED  
DOD RFS

8 Jan. & 20 June 1974  
By *DLW/...* Date *10/17/76*

"Scott Project" B-24 Aircraft

Asst C/AS, HMD, Modification Division

Asst C/AS, OGR, Requirements Division

JUN 12 1944

<sup>1</sup>  
Capt *Kiehl/mw/72435*

1. It is requested that a check be made to determine whether or not the SCR-729 antennae can be relocated on the "Scott Project" B-24 LAB aircraft to prevent interference with the nose blister guns.
2. In the event that the above cannot be successfully accomplished the blister guns may be deleted although it is desired to retain the instrument panel-armor plate.

MERVIN E. GROSS  
Brigadier General, USA

Bomb Br \_\_\_\_\_

Equip Sec \_\_\_\_\_

5C-2040

*Handwritten:* 45-21 (1447)

RECEIVED  
RECEIVED

*Handwritten:* Full page 6/21/44

**CONFIDENTIAL**

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*Handwritten:* 45-21 (1447)

SECRET  
17 JUN 1941  
CLASSIFIED UNDER EXECUTION

JUN 17 1941 PM



RECEIVED  
SECRETARY, AIR STAFF

2

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DECLASSIFIED

DECLASSIFIED

500 hrs

3 Jan & 29 June 1977

By *[Signature]* /s/ SAC Date 10/2/76 8 June 1944

AFOGR

Col McKee/bf/6765

*WAC  
PIT*

MEMORANDUM FOR RECORD:

Subject: Landing Gear System on B-29's.

1. I have just been informed by Colonel Seaman of HMMB that an emergency electrical system is being installed on all production B-29's and that kits are now enroute to the Second Air Force to equip all B-29's in training.

2. This emergency system consists of a "hot" wire to the landing gear motors by which current will be provided in the event that the normal system fails. HMMB is of the opinion that this will solve the majority of the landing gear failures.

- Cc to:
- Gen. Craig
- Gen. Messall
- Gen. Gross
- Col. Wallace
- Col. Hill
- ✓ Gen. Timberlake

*804  
452.1  
1442*

*Timberlake  
Wallace  
Hill*

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SC-905

SAB 452.1

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DECLASSIFIED  
DDO 100  
1 Jan. & 23 June 1974  
By Ala/DAJG Date 10/2/76

JFB:mb

5 June 1944

SUBJECT: Aircraft Schedule for June 1944

TO: Commanding General, Army Air Forces, attn: Brigadier General E. S. Ferrin, Deputy Chief Air Staff, H1015 Pentagon, Washington 25, D. C.

1. Forwarded herewith is a copy of the forecast of aircraft arrivals and shipments at this Headquarters for the month of June 1944.

For the Commanding General:

Incl:1  
Rpt. of Aircraft  
Schedule-June 1944

[Signature]  
JAMES F. BURNS, JR.  
Major, Air Corps  
Control Officer

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1440

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6/21/44

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Modification of B-29, No. 43-6216

8 Jan 5 20 June 1974  
By: 10/10 10 Dec 1976

Asst C/AS, HED

Asst C/AS, OGR (Requirements Division)

MA 1  
Capt Hiehl/ao 72435

1. It is requested that immediate action be taken to modify B-29 No. 43-6216 now at Eglin Field awaiting transfer to the Second Air Force in accordance with instructions below:

a. Replace all turrets, computers and sighting equipment with new units before transfer.

2. The GEC equipment including computers and sighting stations should be shipped to the General Electric Co., at Schenectady, New York, for purposes of inspection to determine the wear on the component parts.

Bomb Br \_\_\_\_\_

HERVIN E. GROSS  
Brigadier General, USA

Equip Sec \_\_\_\_\_

46 Dec \_\_\_\_\_

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DOD 105  
8 Jan. & 20 June 1976  
By: *[Signature]* Date: 12/76

3 June 1944

MEMORANDUM FOR LIEUTENANT GENERAL BARNEY M. GILES

Subject: C-54 Performance

1. You asked the other day our opinion of the C-54. It is a good airplane, the best transport we have. During the week we operated one of the C-54B's from Miami to Casablanca, via Bermuda, as follows:

	Gross Load	Pay Load
Miami to Bermuda	58,000	14,000
Bermuda to Casablanca	73,000	11,500

2. An airplane which can lug more than 5 tons across the widest and deepest part of the ocean is a good airplane.

For the Commanding General:

C. R. SMITH  
Brig. Gen., U.S.A.  
Deputy Commander

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*SAS 452.1 (1438)*

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DOD 105  
8 Jan. & 20 June 1976  
By: *[Signature]* Date: 12/76

DECLASSIFIED  
The Air Force  
AFMOM  
Date: *[Signature]*

Distribution of Aircraft

Chief of Air Staff  
AS/AS, GCMR, Commitments Division

5 June 1944

1  
MEM/sgm 3820

1. There is inclosed copy of report showing distribution of aircraft received from factory and Modification Centers during May 1944.

Incl.  
Schedule  
dtd 6/8/44  
subj. abv.

T. L. HOSLEY  
Colonel, Air Corps,  
Chief, Commitments Division.

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8 Jan. & 20 June 1978  
By *AD/AS* J.C. Date *10/2/78*

**Characteristics for Experimental Airplanes.**

Deputy Chief of Air Staff, Attn: Miss Jackson, Rm 3E-1019  
AD/AS, HQAD, Materiel Division

3 June 1944  
1  
Mr. Graichen/hbr/71150

Forwarded herewith are revised characteristics data sheets for the following airplanes: XP-51F (2 pages); XP-51J (2 pages) and the XP-9 (2 pages).

R. C. WILSON  
Colonel, Air Corps  
Chief, Development Engineering Branch

Incl:  
Data sheets as indicated above.

*Encls w/d & filed  
(in P.O.S.)*

*File  
with  
9 June*

*File  
16 4 44*

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DDI RIA  
By: [Signature] & [Signature] Date: 10/17/76

Tentative Tactical Aircraft Allocations for July-December 1944.

The Chief of Air Staff.

AC/AS, Plans

2  
001/81/71127

1. Concur in the proposed schedule of tentative tactical aircraft allocations and recommend approval.

Incl.  
n/s

G. C. JAMISON,  
Brigadier General, U. S. A.,  
Chief, Logistical Plans Division,  
Date: 11 May 1944

TO: AC/AS, H. M. & D. (Attention: Aircraft Distribution Control Branch)  
FROM: Dep. Chief of Air Staff

Comment No. 1  
Art. 5265

1. Aircraft allocations for the period July-December 1944 have not been finally determined at this time. It is recognized that a tentative schedule of allocations is necessary in order to do necessary production and modification planning and to issue shipping instructions.

2. Pending the establishment of firm allocations by the J.C.S. and C.C.S., the attached tentative schedule of allocations for tactical aircraft July-December 1944, is approved. Aircraft are to be delivered from the factory to apply against these allocations in accordance with the delivery distribution policy outlined in Comment No. 1.

3. The attached schedule is to be used in lieu of the tentative allocations established in J.C.S. 724 and C.C.S. 495. However, as stated above, when firm allocations for this period are established by the J.C.S. and C.C.S., they will supersede this schedule.

Incl.  
n/s

31  
[Handwritten initials]

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

READER FILE

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ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON 25, D. C.

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*J*



ATTENTION:

HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON

DECLASSIFIED  
DOO 878

By *[Signature]* Date *10/17/76*  
24 May 1944

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BY A THEORY OF THE  
CHIEF OF THE ARMY AIR FORCES  
*5/24/44* *[Signature]*  
DATE INITIALS

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Allocations of U. S. Produced Aircraft  
July 1, 1944 - June 30, 1945.

Attached are two papers for the signatures of General  
Arnold and Admiral Fitch to go to the Joint Chiefs of Staff. Both  
papers have been cleared with Admiral McCain informally.

One paper covers the allocation of combat and transport  
aircraft to the United Nations (other than U. S.).

The second paper covers the allocation of combat and  
transport aircraft between the Services (U. S.).

*CAS US 1*

*[Signature]*

*J*  
E. S. KUTER,  
Major General, U. S. A.,  
Assistant Chief of Air Staff, Plans

Incl -  
des atv

*Jake*  
*[Signature]*  
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AIR ADJUTANT GENERAL



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DOD 4825  
Jan & 20 June 1981

By *Allen* Date *10/7/76*

Release of U. S. Aircraft to Foreign Airlines and to U. S. International  
Airline Operators.

ACAS, Plans  
Logistics Division (Att: Gen. Jamison)  
ACAS, Plans  
Operational Plans Division, Western Hemisphere Branch

Date: 26 May 1944

Comment No. 1  
CGMHL/bw/2042

Reference is made to attached memorandum from G-2, WDCS dated 16 May 1944 to  
the CG,AAF, subject "Release of U. S. Aircraft to Foreign Airlines and to U. S.  
International Airline Operators" which is being forwarded for your attention and  
necessary action:

1 Incl  
Memo G-2 to  
CGAAF 16 May 44

(Signed) L. M. Gayer for  
JWE L. LOUENBERGER  
Colonel, G. S. C.  
Chief, Operational Plans Division

Chief of the Air Staff  
Acas, Plans, Logistics Division

DATE: 27 May 1944

COMMENT NO. 2  
CGJ/ama/71127

Attached for signature is reply to G-2, WDCS.

Incls:  
Memo G-2 to CGAAF 16 May 44  
Reply to G-2, WDCS.

R. G. JAMISON  
Brig. General, U.S.A.  
Chief, Logistical Plans Div.

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10/17/76  
10/17/76  
10/17/76

In Reply Refer to:  
MID 904 (5-16-44)

WAR DEPARTMENT  
War Department General Staff  
Military Intelligence Division G-2  
WASHINGTON

16 May 1944.

MEMORANDUM FOR COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Release of U. S. Aircraft to Foreign Airlines  
and to U. S. International Airline Operators.

1. This Division has an interest in the above subject for reasons of security and national defense.
2. Particular reference is made to the Western Hemisphere area.
3. Keen foreign competition with U. S. airlines may be anticipated in this area, and recent developments indicated that failure to release sufficient aircraft to U.S.-owned or partially owned airlines may result in increased foreign competition in areas important to hemisphere defense.
4. The following instances may be cited in illustration:
  - a. KLM (Royal Dutch Airlines): On 12 May 1943, two C-60 Lockheed aircraft were allotted by Munitions Assignment Committee (Air) to the Government of the Kingdom of the Netherlands, payment for which was made in cash, for specific war purposes in connection with Dutch oil refineries in the Netherlands West Indies. This emergency requirement was of short duration. The aircraft in question, however, may be considered to be indirectly in commercial operation at present. By special permission, one plane was operated commercially by KLM to replace a wrecked plane. Request by the Netherlands Government to transfer ownership of both planes to KLM has thus far been denied, and original agreement still holds, but their continued operation for transport of government and oil company personnel has made additional space available in KLM aircraft for commercial use. Because of cash sale the aircraft are non-recoverable by the U. S.
  - b. Dominican Airline: An airline has recently been formed in the Dominican Republic to operate domestically, 60% of the stock being held by Dominican interests, and 40% by Pan American Airways. Operations have not commenced on account of inability to secure the light transport equipment (twin-engine) required for the short-haul, local service contemplated.

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Representatives of British West Indies Airways (British-owned) are reported by our M.A. to the Dominican Republic to have told the Dominican owners (headed by Pres. Trujillo) that they can obtain equipment from Canada and commence operations at an early date if they are given the franchise. (Note: BWIA has recently obtained two Aero "Ansons" from Canada, but their application for American engines for these planes has not been approved.) Many attempts to expand the Lowell Yerex interests (TACA, Inter-American Airways, BWIA) in the whole Latin American area have been noted recently.

c. Canadian Pacific Airlines: Nine Lockheed "Lodestars" were allocated to this C.P.R. subsidiary for use in prosecution of the war effort. It is understood that these planes are now in what may be considered commercial use between Vancouver and Fairbanks, Alaska, bearing CPA insignia.

5. It is not the intention of this Division to inject itself into civil aviation matters, but to call attention to the possibilities created for foreign airline expansion in strategic areas through the inability of U. S. operators to secure aircraft.

/s/ Clayton Bissell

CLAYTON BISSELL  
Major General  
A. C. of S., G-2

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DOD 603  
10/20/77  
by *Alan J...* 10/2/76

8 JUN 1944

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-2:

SUBJECT: Release of U. S. Aircraft to Foreign Airlines  
and to U. S. International Airline Operators.

1. Reference is made to your memorandum of 16 May 1944  
on the above subject.

2. The procedure in the release of transport aircraft  
is as follows:

a. All assignments are made by the Munitions  
Assignments Board upon the recommendations of the Munitions As-  
signment Committee (Air). Membership of the Munitions Assign-  
ment Committee (Air) includes representatives of the Army Air  
Force, the Deputy Chief of Naval Operations (Air) and the Army  
Service Forces.

b. The decisions of the Munitions Assignments  
Committee (Air) are made after careful investigations and hear-  
ings conducted by a Subcommittee whose membership includes  
representatives of the Army Air Force, War Department General  
Staff, Deputy Chief of Naval Operations (Air), and the Bureau of  
Aeronautics, Navy Department. On all assignments of transports  
except those involved in military operations the Committee gives  
consideration to the views of the State Department. Other agen-  
cies which are occasionally consulted are the Office of the  
Coordinator of Inter-American Affairs, the Civil Aeronautics  
Board, and the Foreign Economic Administration. In this way the  
Committee obtains information relating to the political and  
economic aspects of transport assignments.

3. At the present time the Committee has a number of  
requests from Western Hemisphere carriers. These are being  
studied and as the aircraft become available, recommendations  
will be formulated and forwarded to the Munitions Assignments

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Copy for C/AS.

~~CONFIDENTIAL~~

Board. The Committee is aware of the facts contained in your  
memorandum and any information pertinent to the assignment of  
aircraft should be forwarded to the Secretary, Munitions Assign-  
ments Committee (Air).

For the Commanding General

Signed

FREDERICK W. TIMOTHY  
Brigadier General, U. S. A.  
Deputy Chief of Staff

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3 JUN 1944  
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1 Jan & 20 June 1979  
W. J. [unclear] 10/2/76

Release of U. S. Aircraft to Foreign Airlines and to U. S. International  
Airline Operators.

TO: Chief of the Air Staff  
FROM: AASA, Plans, Logistics Division

DATE: 27 May 1944

CLASSIFICATION: S  
CWS/amb/71287

Attached for signature is reply to G-2, WBS.

Index  
From G-2 to CMAAF 16 May 44  
Reply to G-2, WBS

G. C. JAMES  
Brig. General, U.S.A.  
Chief, Logistical Plans Division

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DECLASSIFIED  
DOO 075  
8 Jan & 20 June 1975  
By *Alan [unclear]* Date *10/7/76*

Assignment at Bolling Field

AC/AS, Material, Maintenance and Distribution,  
Air Traffic Division, Att'n: Major Spears  
Deputy Chief of the Air Staff, General Hall

7 June 44

HHR/ea/7E141 1

For your information there is enclosed herewith copies of R&R's signed by General Hall and General Giles on the assignment of airplanes at Bolling Field.

Incls: 2

ROBERT H. HARPER  
Lt. Colonel, Air Corps  
Executive  
Deputy Chief of the Air Staff

8 JUN 1944  
AGG

~~CONFIDENTIAL~~

*File 452.1 (142) B*

*SAS 452.1 (142) B*

~~CONFIDENTIAL~~

DECLASSIFIED  
DOO 075  
8 Jan & 20 June 1975  
By *Alan [unclear]* Date *10/7/76*

Airplanes on Special Assignment at Bolling Field

AC/AS, Operations, Commitments & Requirements  
Deputy Chief of the Air Staff, General Hall

8 June 44

HHR/ea/7E141 1

1. Recommendation contained in basic memorandum approved with the exception of the B-25, Serial 40-2168 assigned to the Commanding General, AAF which should not be placed in the general pool.

2. Previous instructions contained in R&R dated 27 May 1944 with reference to AT-7 airplanes assigned to Miss Cochran are rescinded.

3. Please take the necessary action to advise Bolling Field of this arrangement and to notify the agencies to which these airplanes were formerly assigned.

BARNLEY M. GILES  
Lt. General, U. S. A.  
Chief of the Air Staff

7 JUN 1944  
AGG

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*File 452.1 (142) B*

*SAS 452.1 (142) B*

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 GDD 115  
 8 Dec 8 20 June 1975  
 by Allen/A. G. Dow 10/2/76

27 MAR 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Airplanes on Special Assignment at Bolling Field

1. Attached hereto as Tab "A" is a list of all airplanes now assigned to Bolling Field for the exclusive use of various Army Headquarters, Missions, or Individuals together with the flying time on these airplanes for the last three (3) months.
2. In view of the recent policy approved by the War Department General Staff regarding the assignment of airplanes to Army agencies outside of the Army Air Forces, it is believed that none of the airplanes now assigned to agencies outside of the Army Air Forces, in compliance with this policy, should be withdrawn from their present assignment.
3. With reference to the airplanes assigned for the exclusive use of Officer Personnel within the Army Air Forces, it is recommended that the following airplanes be withdrawn from their present assignment and placed in a special pool at Bolling Field to be flown only by Bolling Field pilots or by specified pilots from Headquarters, Army Air Forces:

Type	Serial Number	Present Assignment
C-48	41-7681	Air Staff
C-48B	42-56821	Air Staff
B-17G	42-102942	Commanding General, Twentieth Air Force
UC-45B	43-35521	Deputy Chief of Air Staff
B-26C	41-35890	Commanding General, Twentieth Air Force
B-25	40-2168	Commanding General, Army Air Forces
AT-23A	43-43423	AC/AS, Training
AT-23A	43-43424	AC/AS, Training
AT-24	42-65035	Chief of Air Staff

4. The above recommendation is in line with your desire to pool all the airplanes now assigned exclusively to individuals within the Army Air Forces with the exception of the C-48A airplanes presently assigned for the exclusive use of the Commanding General, Army Air Forces, and AT-7C airplanes presently assigned for the exclusive use of Miss Jacqueline Cochran.

5. Request your approval.

H. A. Craig  
 Major General, U. S. Army  
 Asst. Chief of Air Staff  
 Operations, Commitments, and Requirements

1 Attach:  
 Tab "A"

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**HEADQUARTERS**  
**for ARMY AIR FORCES BASE UNIT**  
 Bolling Field., D.C.

COPY

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 DD Form 1293  
 1 Jan 60  
 By: *AB/10E* 10 Dec 1976  
 17 May 1944

**SUBJECT:** Assignment of Aircraft.

**TO:** Headquarters AAF, Assistant Chief of Air Staff, Operations, Commitments and Requirements, Aircraft Branch (Attention: Lt. Colonel J. J. O'Shea, 3D-1022, Pentagon Bldg., Washington 25, D. C.)

1. As requested in our telephone conversation of 16 May 1944, we have listed below the airplanes being assigned to Bolling Field for special departments or missions. The flying time shown is for the last three months except in cases where the ship was assigned subsequent to 1 February 1944.

Type	Serial No.	Total Airplane Time		Time Last 3 Months	Assignment
		Civilian	ARMY		
C-41	40-70		1389'00"	86'45"	Secretary of War
C-48	41-7681		1863'30"	176'20"	Air Staff
C-48A	41-7682		829'45"	54'30"	CG - AAF
C-50	41-7699		1886'40"	162'28"	CG - AGF
C-41	38-502		2366'00"	111'40"	
C-48B	42-56611	16,718'39"	1085'35"	188'05"	CG - ASF
C-48A	41-7684		1167'05"	107'10"	Chief of Staff
C-48A	41-7683		1611'40"	171'35"	Under Sec. of War
C-48B	42-56091	17,292'51"	969'10"	209'58"	Air Staff
C-49E	42-56104	Unknown	2893'00"	50'15"	A/CS, G-3, WDGS
C-45	40-182		1241'00"	115'30"	R.A.F.
C-45A	43-33265		439'35"	150'40"	CG - AGF
C-60A-5	43-16465		82'10"	32'25"	Ass't Sec. of War
B-25	40-2168		188'20"	38'05"	CG - AAF
AT-24	42-65038		162'20"	70'20"	Chief of Air Staff
C-45F	43-35695		32'40"	Assgd. 5/1/44	R.A.F.
C-45F	43-35696		32'25"	Assgd. 4/29/44	R.A.F.
C-60A	42-32189		1606'45"	Assgd. 4/26/44	CG - ASF
C-60A	42-56034		977'00"	Assgd. 5/15/44	Inspector General
AT-7C	43-33406		435'28"	5'15"	
				(Assgd. 3/29/44)	Director of WASP
TR-25	41-30428		557'55"	90'15"	Air Inspector
B-17G	42-102942		54'45"	Assgd. 4/30/44	CG - 20th AF
UC-45A	41-1867		1537'15"	52'00"	
				(Assgd. 3/14/44)	CG - AGF
C-45B	43-35541		103'05"	71'55"	
				(Assgd. 3/3/44)	DC - AS



Type	Serial No.	Total Airplane Time		Time Last 3 Months	Assignment
		Civilian	ARMY		
C-45F	43-36689		54'05"	Assgd. 4/27/44	Inspector General, Dep
B-26C	41-35090		389'35"	94'30"	CG - 20th AF
AT-23A	42-43371		181'05"	54'50"	Inter Am. Defense Bd.
AT-23A	42-43423		276'05"	145'20"	AG/AS Training
AT-23A	42-43424		305'55"	116'30"	AC/AS Training

2. Of the 110 airplanes assigned to Bolling Field, 28 are set aside for special departments or offices. The assigning of additional aircraft with restricted use will place additional load on our maintenance personnel, and will result in more airplanes in the general flying pool being out of commission due to the lack of maintenance personnel. It is believed that if certain of the airplanes listed in paragraph one were pooled into a special airplane pool, that additional planes will not be necessary. As may be noted from the flying time on the airplanes, the best use is not, and cannot be made, when the ships are assigned to individual offices. It is contemplated that the airplanes assigned to the special pool be flown only by Bolling Field pilots or by specified pilots from the offices, Headquarters AAF, on missions set up for these departments, the names of these specified pilots to be furnished by the different branches of Headquarters. These airplanes would not be available for general flying and, therefore, would not be out on flights when needed by the departments requiring special missions. It is recommended that the following airplanes from the list in paragraph one be assigned to the special pool:

C-48	41-7681	AT-7C	43-33406
C-41	38-502	UC-45A	41-1867
C-48B	42-56091	C-45F	43-36689
C-45	40-182	B-26C	41-35090
C-45A	42-33265	AT-23A	43-43423
C-60A	42-33189	AT-23A	43-43424
C-60A	42-56024		

For the COMMANDING OFFICER:

/s/  
 HAROLD L. JONES  
 Colonel, Air Corps  
 Director of Operations

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DECLASSIFIED  
DDO #10  
1 Jan, & 20 June 1976  
10/2/76

31 May 1944

MEMORANDUM FOR GENERAL CRAIG:

Subject: VEB Conversion Program

1. The second plan for training of ground echelon in B-29 aircraft involves considerable transportation. We have had difficulty in rotating or exchanging ground personnel with the combat theatres due to lack of transportation. It is recommended that exchange of personnel be incorporated in this plan in order to benefit the Air Force in four ways:

a. Provide Continental training of B-29 mechanics for heavy groups unequipped overseas.

b. Provide rest or at least a change of environment for tired and homesick ground personnel in combat units.

c. Redistribute experienced personnel in the U.S. Air Forces and Training Commands.

d. Improve the morale of ground personnel in the Continental commands by giving them a chance to see active service.

2. It is believed that the War Department would approve this exchange if it were approved on the above lines.

Signed

DISSEMINATED  
1 JUN 1944  
AGG

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

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2 JUN 1944

By *Alley* Date *10/7/76*

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**Disposition of AAF Excess and Surplus Aircraft in Overseas Theaters  
Management Control  
Chief of Air Staff**

*(mm-D-PTB)*

1

1. The inclosed AAF Regulation is approved.
2. It is desired that the publication and dissemination of this Regulation, especially to overseas theaters, be expedited.
3. Upon publication of this Regulation, ten (10) copies will be immediately airmailed to each overseas Air Force Commander.

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

SAS 452.1 (1425)

Dispatched  
2 JUN 1944  
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*Comand by Land*

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*File 452.1  
2 JUN 44*

*SAS 452.1 (1425)*

ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON 25, D. C.

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ODD #13  
BY 6032 JWC/12/94



ATTENTION:

HEADQUARTERS, ARMY AIR FORCES

WASHINGTON

1 JUN 1944

MEMORANDUM FOR GENERAL TIMBERLAKE:

SUBJECT: Disposition of AAF Excess and Surplus Aircraft  
in Overseas Theaters

1. After his return from a mission to various overseas theaters, Major General W. H. Frank, Air Service Command, addressed a communication dated 19 March 1944 to the Commanding General, Army Air Forces, subject: "Return of War Weary Airplanes From Overseas Theaters". General Frank indicated the urgent necessity for issuance of directives which would effect the disposition of excess and surplus aircraft overseas.

2. General Frank's communication was coordinated by General B. E. Meyers, General E. S. Perrin, Colonel J. L. Loutzenheiser and Colonel F. Trubee Davison, and on 11 April 1944, the undersigned forwarded a memorandum to the Commanding General, Army Air Forces and requested that policies, similar to those outlined in the attached proposed AAF Regulation, be approved. General Giles approved this memorandum on 27 April 1944 and action was initiated to draft an AAF Regulation on this subject.

3. The attached proposed AAF Regulation in its formative stage was the subject of numerous conferences between representatives of AC/AS, MM&D and those of AC/AS, OC&R, AC/AS, Training and Air Staff, Special Projects. Before this proposed Regulation was finally submitted to the Chief of Air Staff with my memorandum of 27 May 1944, it was approved by:

AC/AS, MM&D, Resources Division  
AC/AS, MM&D, Materiel Division  
AC/AS, MM&D, Air Services Division  
AC/AS, MM&D, Control Office  
AC/AS, OC&R  
AC/AS, Training  
AC/AS, Plans  
Air Staff, Special Projects

In addition to the above, approval of the proposed Regulation was obtained from the Foreign Economic Administration, the Surplus Aircraft Advisory Committee of the Surplus War Property Administration and the Readjustment Division, Headquarters, Army Service Forces.

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Memo to General Timberlake, subject: Disposition of AAF Excess and Surplus Aircraft in Overseas Theaters. Page 2.

4. Under Executive Order 9425, dated 15 February 1944, there was established the Surplus War Property Administration with the specific authority to have general supervision and direction of the handling and disposition of surplus war property. Regulation 1 issued by the Surplus War Property Administration assigned to the Foreign Economic Administration the disposition of all surplus war property located outside the continental United States.

5. In answer to the comment contained in paragraph 1 of your memorandum of 30 May 1944, it was deemed advisable to direct the establishment of Classification and Disposal Committees as a protection to the Army Air Forces as well as to the Air Force Commanders. There will undoubtedly be investigations, at some future date, into the disposal methods and it was considered that the Army Air Forces and the Air Force Commanders would be in a more favorable position if all disposal matters were passed on by committees rather than individuals.

6. In answer to the comment contained in paragraph 2 of your memorandum of 30 May 1944, it is necessary by law, as outlined in paragraph 4 above, to tie in the Foreign Economic Administration. Paragraph 5 of the proposed Regulation indicates that the Disposition Committee when it deems it advisable may include as an advisory member, a representative of the State Department. This clause was included at the suggestion of the Surplus Aircraft Advisory Committee of the Surplus War Property Administration, because it was felt that when sales or transfers to Foreign Governments were contemplated, the Army Air Force should have the benefit of the State Departments views.

Incl.

*O P Echols*  
O. P. ECHOLS  
Major General, U. S. A.  
Chief of Air Staff  
Materiel, Maintenance & Distribution

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~~SECRET~~

ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON 25, D. C.

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ATTENTION: ~~DECLASSIFIED~~  
DOD Hqs

HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON

By *Alm/DC* Jan & 30 June 1974  
Date 10/7/76

30 May 1944

MEMORANDUM FOR GENERAL ECHOLS:

SUBJECT: Disposition of AAF Excess and Surplus Aircraft  
in Overseas Theaters.

1. The proposed AAF Regulation attached appears in general to answer the needs of the Theater Commander. I do take exception to the Classification and Disposition Committees outlined in Section II for overseas Air Forces or Air Theater Commanders. The Air Force Commander should be able to determine his own procedure for applying the ground rules as laid down.

2. There is probably some political side to this that makes it necessary to tie in the Foreign Economic Administration and the State Department, but I would like your own ideas.

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

1 Incl  
Memo to CAS from M&D  
dtd 27 May 44 re this  
subj w/incls.

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*de 7371*

ADDRESS REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON 25, D. C.

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~~RECLASSIFIED~~



ATTENTION:

HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON

~~DECLASSIFIED~~  
DOD Hqs

By *Alm/DC* Jan & 30 June 1974  
Date 10/7/76

27 MAY 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF

SUBJECT: Disposition of AAF Excess and Surplus Aircraft  
in Overseas Theaters

1. In accordance with memorandum dated 11 April 1944, to the Commanding General, Army Air Forces from the Assistant Chief of Air Staff, Materiel, Maintenance and Distribution, subject: "Return of War Weary Airplanes to the United States", which memorandum was approved 27 April 1944, by the Chief of Air Staff, the inclosed Regulation, "Disposition of AAF Excess and Surplus Aircraft in Overseas Theaters", and a book message to all overseas Air Force Commanders to effect immediate implementation of this Regulation, are submitted herewith for your approval.

2. Your authentication of the attached papers will effect complete and immediate action.

*J. P. Echols*

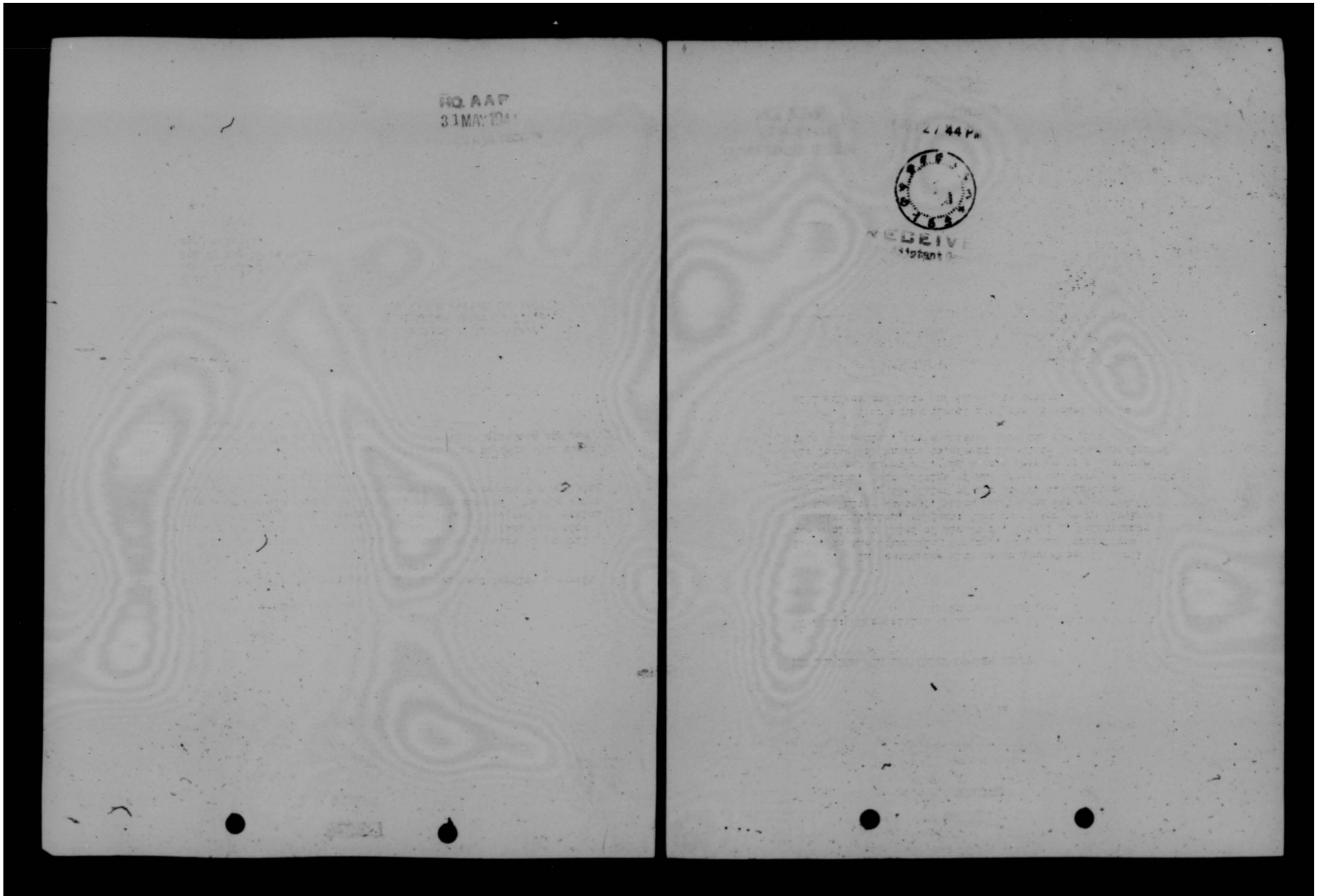
J. P. ECHOLS  
Major General, U. S. A.  
Asst. Chief of Air Staff  
Materiel, Maintenance & Distribution

*Incls.*

*sc-634*

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*805052-1(1425)*





Limiting Weight Characteristics of Future Very Heavy Aircraft

AC/AS, Materiel, Maintenance & Distribution  
 Deputy Chief of Air Staff  
 DECLASSIFIED  
 UOD 1115  
 26 May 44  
 1  
 PWS/eva/5265

1. During the discussion of the proposed 300,000# runway at Dayton, it was disclosed that there were only two or perhaps three runways in the United States that could be used continuously by such an aircraft as the B-36. It might be that the construction of adequate runways might be the limiting factor in the design weight of future aircraft. Has the design of the aircraft kept the design criteria of runways to the minimum?
2. Since the above problem is of immediate interest in the procurement of a production quantity of B-36 aircraft, it is most desirable that this matter be given immediate consideration and a report be submitted to this office outlining the factors brought to light by such a study.

/s/ Patrick W. Timberlake  
 Brigadier General, U.S.A.,  
 Deputy Chief of Air Staff.

TO: Deputy Chief of Air Staff (Attn: General Timberlake) Date: 29 May 1944  
 FROM: AC/AS, MMAD, Air Services Division  
 Comment No. 2  
 AFDM-1A-5 GEB/rh 71897

1. The development of aircraft has been predicated to date on the performance of the machine in the air as a tactical or transport unit. Ground facilities were expanded to meet the needs of the planes, but were not considered as potentially limiting factors in the design. The problem of meeting requirements in runways, hangars, etc. has not been serious through the development of B-17's and B-24's with corresponding transport aircraft except in the theaters of operation where construction requirements were governed by necessity for speed and lack of material. The development of the B-29 airplane with a gross weight double that of any previous military aircraft, first focussed attention on the fact that lack of consideration to stresses imposed by the airplane on the runway surfaces had rendered many installations obsolete, although the additional loads were less serious due to the dual wheel design of the landing gear than would have been the case had single main wheels been used.

2. The serious question of runway design exceeding known theories of stress distribution through pavements first arose in a discussion between Colonel Rose of Air Services Division and Colonel Nave, the Air Engineer, on 17 December 1943, and this was subsequently discussed with Colonel Secoms on the same day. This led to the immediate request for a study of the Air

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DECLASSIFIED

Limiting Weight Characteristics of Future Very Heavy Aircraft

Deputy Chief of Air Staff (Attn: General Timberlake) 29 May 1944  
 AC/AS, MMAD, Air Services Division  
 AFDM-1A-5 GEB/rh 71897

Engineer of the trend of future aircraft with particular reference to the design of airframes. A preliminary report was submitted by Chief of the Buildings and Grounds Section to the Air Engineer under date of 18 February 1944. This report was returned for further consideration as the requirements for future heavy planes exceeded the limitations of present approved methods for runway design. The Air Engineer recommended that the Materiel Command take into consideration the design of landing gear to decrease the load concentration on the runway for future heavy aircraft. As the result of this recommendation, at the direction of General Nave, Colonel Nave, the Air Engineer, accompanied by Major Bertram of his staff, went to Wright Field to lay this problem before the Engineering Division of the Materiel Command and the Director of the Aircraft Laboratory. At the meeting, it was suggested that the services of expert consultants in the fields of soil mechanics and pavement design be obtained to assist in the solution of this problem and the names of Dr. Arthur Casagrande of Harvard University and Dr. F. M. Barron of Yale University were submitted as being capable of rendering valuable assistance in their respective fields. It was pointed out at the meeting that from preliminary computations made by the Air Engineer savings of 25 to 30 percent in required runway pavement thickness might be realized if the landing gear of the B-36 airplane could be re-designed on the basis of dual wheels.

3. At the present time there is no airfield in the United States that has been designed to support the wheel loads of the B-36 airplane. As the result of studies and investigations which are still underway on existing airfields it is possible to indicate certain fields which can accommodate the B-36 airplane for limited operation of that aircraft. These fields would not be adequate for continued service were the B-36 in production in quantity. The following table indicates these fields which were selected from the reports which have been submitted covering approximately 150 airfields:

Field	Load Bearing Capacity Limited Operation	Controlling Runway Length
Fort Dix Army Air Base, N. J.	180,000	7,000
Gulfbert Army Air Field, Miss.	180,000	7,000
Immokalee Airfield, Fla.	180,000	5,000
Jacksonville Army Airfield, Fla.	180,000	7,000
Love Field, Texas	175,000	5,300
North Airfield, S. C.	184,000	10,000
Cocoda Army Airfield, Mich.	190,000	5,000
Punta Gorda Army Airfield, Fla.	180,000	5,000
Patterson Field, Ohio	149,000	7,800
Alpena Army Airfield, Mich.	138,000	5,000
Hanstead Army Airfield, Fla.	200,000	6,000
Kiarsse Army Airfield, Mich.	200,000	5,000

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Limiting Weight Characteristics of Future Very Heavy Aircraft

Deputy Chief of Air Staff (Asst), General Timberlake

29 May 1944

AG/AS, MM&D, Air Services Division

AFPM-1A-S GND/24 71897

In considering these load bearing values the definition of "capacity" and "limited" operation should be borne in mind. These definitions are given in paragraph 2c and 2d of attached letter 5 January 1944 from the Chief of Engineers (Inclosure #1).

4. In addition to the above fields, there are many fields which have tested between 100,000 and 120,000 pounds. It is believed that the B-26 can operate occasionally on any of these fields which will test 100,000 pounds or better. The latest official information received in this Section regarding delivery of the B-26 indicates that the first plane will be ready to fly by September 1944. Informal information, however, has stopped this date up to December 1944. It is understood that the first plane will be completed at Fort Worth, Texas, and Tarrant Field, located at this factory, is not suitable for such operation. It is believed, however, that the plane can get off of the field under its minimum empty weight, and the nearest field to this factory which could satisfactorily handle this plane for test flights is Love Field located at Dallas, Texas, approximately 30 miles away.

5. About 15 May 1944, a directive was received for initial expansion of Huroc Lake Army Air Base, and preparation of a master plan was started for the ultimate expansion of this base for use as a West Coast test base of the Materiel Command. A strong recommendation was made that the 300,000 pound design be used in the reconstruction of the runway in the program. This design has been authorized to the Chief of Engineers, and a meeting is being held during the week of 29 May to discuss this design with representatives of the Air Engineer, the Chief of Engineers and civilian expert consultants. This runway will be actually constructed to the 300,000 pound design, and will be the first such runway thus built.

6. It is suggested that the problem of runway design as a limiting factor in design of landing gear of future aircraft can be given the consideration that this problem warrants by a joint study of the Materiel Command and the Air Engineer with the assistance of the consultants named in paragraph 5. It is believed that a solution satisfactory from the standpoint of airplane performance and the design of adequate airfield facilities can be reached by such a procedure.

L. P. WHITTEN,  
Brig. General, U. S. Army,  
Chief, Air Services Division,  
Office of Asst. Chief of Air Staff,  
Materiel, Maintenance and Distribution.

1 Incl.  
Ltr fm CGMA, dtd 1/5/44

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8 Jan. & 20 June 1975  
By AC/AS Date 10/7/76

Limiting Weight Characteristics of Future Very Heavy Aircraft

AC/AS, MM&D - Attn: Colonel Sessums.  
Deputy Chief of Air Staff

14 June 1944

3  
WMK:hj:5458

What action, if any, is being taken to carry out the suggestion contained in Par. 6 of Comment No. 2, with special attention to the future development of airplanes?

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

2 Incls  
#1 - n/c  
Added  
#2 - Cy Memo fr  
DAE, 12 June 44

To: Deputy Chief of Air Staff - Attention: Brig. Gen. P. W. Timberlake DATE 9 JUN 1944

From: AC/AS, MM&D

Comment No. 4  
Col. E.C. Wilson/mm/6716

1. Conferences have been held since the initiation of Comment 1 between the Office of the Air Engineer and the Aircraft Laboratory, Engineering Division, Materiel Command. In order to expedite the joint study of the problem, arrangements have been made for direct exchange of information between the two offices. Recommendations for any action growing out of these exchanges of views will be processed through normal channels, but the procedure adopted will insure prompt consideration of all of the factors involved in the landing of very heavy aircraft.

Incl. n/c

J. W. SESSUMS,  
Colonel, Air Corps,  
Executive, Office,  
AC/AS, MM&D

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DDI 883

By *Al...* / *10/17/76*

24 May 1944

MEMORANDUM FOR COLONEL LOUTZENHEISER:

Subject: Flexible Gun Sights on B-24's for U.K.

1. Prior to the Operational Conference this morning General Arnold directed that the Plans Division prepare a letter or a radio from General Arnold to General Spaatz describing the six B-24's now at Dayton in which flexible gun sights are being installed on General Arnold's personal instructions.

2. The purpose of the letter is primarily to be sure these airplanes are not lost when they arrive in the U.K., and secondarily to acquaint General Spaatz personally with the sight, its process of development, its probable availability in quantity and the desirability that it have an early test in combat.

3. You will naturally coordinate this -- and probably have most of the work done by O&A.

*[Handwritten signature]*

L. S. KUTER,  
Major General, U.S.A.  
Assistant Chief of Air Staff, Plans.

Copies to:

General Giles  
General Craig

*AAA 452.1 (142)*

*File map*

*File 452.1 155144*

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*SAS 452.1 (142)*

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DDO ltr.  
Jan. 20/June 1974  
By: *[Signature]* Date: 6/17/76

24 May 1944

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3. You will naturally coordinate this -- and probably have most of the work done by OCAF.

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*Handwritten signature:* [Signature]

L. S. KUTER,  
Major General, U.S.A.  
Assistant Chief of Air Staff, Plans.

*Handwritten:* File map

Copies to:

General Giles  
General Craig

*Handwritten:* 7/6/44  
2-125144

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DECLASSIFIED  
DDI #15  
Rev. 6 20 June 1975  
By alw/DE Date 10/2/76

B-25's with Automatic Hooked Loading Devices  
AC/AS, Operations, Commitments & Requirements  
Deputy Chief of the Air Staff, General Hall

28 May 44

WER/oo/5246

This has been discussed with General Giles who states that General Arnold desires that this equipment be shipped to General Kenney for test.

<sup>SIGNED</sup>  
WILLIAM S. HALL  
Brigadier General, U. S. A.  
Deputy Chief of the Air Staff

cc:  
AC/AS, Plans  
AC/AS, HMA&D

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DOD 115

8 Jan. & 20 June 1974

By 0001/1 LC Date 10/2/76

24 May 1944

MEMORANDUM FOR COLONEL LOUTZENHEISER:

Subject: B-25's with Automatic Rocket Loading Devices.

1. A project to equip B-25's with automatic loading rockets was spurred on by General Arnold while visiting in Dayton. He has apparently issued instructions that B-25's be prepared so that each can fire 1500 rockets in very quick succession.

2. General Arnold believes that these airplanes are set up to go to India.

3. With OOR please investigate this subject, determine the best theatre for the initial assignment of these aircraft (General Arnold is not impressed with General Kenney in this respect) and prepare the necessary introductory letter or radio to the recipient.

*[Handwritten signature]*

L. S. KUYER,  
MAJOR GENERAL, USA  
Assistant Chief of Air Staff, Plans.

Cys to:

- ✓ General Giles
- ✓ General Craig

AD 4521 (1420)

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SAS 4521  
S 75-144*

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SECRET SAS 4521 (1420)

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DOO Nrs.

3 Jan. & 30 June 1973  
By *Allen for SAC, Date 10/7/76*

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By Authority of  
The Commanding General  
Army Air Forces  
*15 May 44* *CAF*  
Date Initials

**Requirements of L-5 Aircraft**

- IN TYPE:** (1) AC/AS, OGR, Requirements Division  
(2) AC/AS, OGR, Program Control  
(3) AC/AS, Operations, Commitments & Requirements  
(4) Chief of the Air Staff
- FROM:** AC/AS, OGR, Commitments Division

16 MAY 1944

SH/1a/4100 1

1. Assuming that there will be activated and committed to the theatre four (4) Air Commands Groups, one each *25* July, *25* August, *25* September, *25* October 1944, in addition to the First Air Commands Group already in the theatre, and assuming a utility requirement for 70 additional L-5 airplanes in CDI (theatre being queried on this requirement) the requirements, availability, and true surplus of this type aircraft for the remainder of 1944 are as follows:

	1944							
	May	June	July	August	Sept	Oct	Nov	Dec
Availability	100	88	88	110	115	100	100	100
Requirements	100	88	88	110	115	100	70	45
True Surplus	-	-	-	-	-	-	30	55

2. Requirements for 1945 based on the same assumptions as expressed in paragraph 1 above, will be 45 articles monthly.

3. It is requested that action be taken to eliminate the above surplus by reducing the availabilities of L-5 aircraft.

T. L. MOSELY  
Colonel, Air Corps



COPY FOR CHIEF OF AIR STAFF  
SH/1a/4521 (1418)

*4 files made 5/25/44*

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SC-411

SAS 4521 (1418)



**SECRET**  
REF ID: A66666

**HQ. AAF**  
19 MAY 1944  
CLASSIFIED MAIL SECTION

00011-9444-pw



**RECEIVED**  
MAY 19 1944

TO: SAC, [illegible]  
FROM: [illegible]  
SUBJECT: [illegible]

COPIES FOR CHIEF OF VIF DIVISION

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18 MAY 1944

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**SECRET**  
REF ID: A66666

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DECLASSIFIED  
DDO 1113

By *alms* Date *10/7/76*

JFB: mb

18 May 1944

SUBJECT: Aircraft Schedule for 15 May to 15 June 1944

TO: Commanding General, Army Air Forces, attn: Brigadier General E. S. Perrin, Deputy Chief, Air Staff, 11015 Pentagon, Washington 25, D. C.

1. Forwarded herewith is a copy of the forecast of aircraft arrivals and shipments at this Headquarters for the period 15 May 1944 to 15 June 1944.

For the Commanding General:

Incl: 1  
Rpt. of Aircraft

JAMES F. BURNS, JR.  
Major, Air Corps  
Control Officer

*JFB 45-21 (1416)*

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17/2/44*

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*JFB 45-21 (1416)*

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Test of Type A2B Ball Turret Installed in B-17F Airplane

Asst C/AS, MDD

DECLASSIFIED

Asst C/AS, OGR

2 Nov. 6 27 Jan. 1975  
10/2/76

*Mod.*  
*Noted*  
*comb.*  
17 MAY 1944  
3  
Capt Michehl/w/72435

1. The subject test report, on the test of type A2B ball turret installed in a B-17F airplane dated 14 April 1944, has been reviewed by this office.

2. The provisions and recommendations of paragraphs 3 and 4 are approved and it is requested that the necessary changes to incorporate the required modifications be incorporated into production turrets at the earliest practical date. The provisions of paragraph 4d are especially important and arrangements should be made to carry out this test immediately.

1 Incl  
1 cy w/d - Cy No. 3

Bomb Br \_\_\_\_\_

H. A. Craig  
Major General, U. S. Army  
Asst. Chief of Air Staff  
Operations, Commitments & Requirements

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AFREQ  
17 MAY 1944*

HQ AAF  
17 MAY 1944



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*M. H. ...*

~~CONFIDENTIAL~~

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SAJ 4521 1415

HQ. AAF  
18 MAY 1944  
CLASSIFIED MAIL SECTION

MAY 18 1944



18 MAY 1944  
Post Office

TO: \_\_\_\_\_  
FROM: \_\_\_\_\_  
SUBJECT: \_\_\_\_\_

Obertopfer, Communism & Security  
Vice: Chief of Staff  
Adm. Secretary: H. B. ...  
H. V. ...

Reference is made to the report of the ...  
conducted by the ...  
on the ...  
and the ...

The ...  
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CC: ...  
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1 No. & 20 Dec 1974

By Alm/DC Date 10/12/76

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*1944*

**B-29 Modifications**

Asst C/AS, MMD (Modification Division)

Asst C/AS, OCR (Requirements Division)

Capt Kichehl/w/72435

1. The recommendations contained in Comment No. 3 above are not concurred in. The report submitted by Colonel Cook indicated that failures of the auxiliary power plant generating system were encountered. These might have been prevented by such a modification as was requested in Comment No. 1, paragraph 2a.

2. Inasmuch as it is understood in paragraph 2f of Comment No. 3 that a complete re-engineering of the tail turret gunner's compartment is necessary in order to adequately provide space sufficient to remove a wounded or dead gunner, it is requested that whatever modifications are possible should be done on airplanes scheduled for combat and that in the meantime every effort should be made to re-engineer the tail compartment in order that it may be introduced into production aircraft at the earliest practicable date.

3. The necessity for power azimuth control of the upper blister sighting station is considered mandatory by Eglin Field and all other interested gunnery and CFC people. At best, manual tracking of the central station system from a stable platform on the ground is erratic and inaccurate. This, when transposed to a moving airplane taking even mild evasive action induces errors of such magnitude as to preclude the slightest possibility of accuracy from the computers. This modification must be made if it is expected that the central station system will prove satisfactory in combat. Eglin Field has stated that ranging and accurate tracking are impossible, with the system in its present state.

4. All modifications which have been submitted by this office are considered mandatory to the safety of flight and performance of the aircraft, and have been carefully considered before submission to your office for inclusion into the modification program. A study has been made to determine which modifications can be deleted in the interests of production speed.

5. It is requested that the above modifications be incorporated into combat aircraft at as early a date as is practical commensurate with the necessary tests that must be made on these changes.

*452-1 (1413)*

Comd Br \_\_\_\_\_

MERVIN L. GROSS  
Brigadier General, USA

Equip Sec \_\_\_\_\_

A/C Sec \_\_\_\_\_

*SC 174*

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*SAS 452-1 (1413)*

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AFMIL  
AGW/odw/71381  
Dn-311036  
Wrtm: 20 Jun 1944

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DDO Hqs  
19 Jan & 20 June 1964  
by *Alan/102* on *10/2/76*

~~SECRET~~  
By Authority of  
The Commanding General  
Army Air Forces  
*[Signature]* *[Initials]*  
Date Initials

**MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, HQGS-G-4:**

**Subject: Army Air Forces Strategic Reserve of Aircraft**

1. Reference is made to your request on Disposition Form HQGS 1A546, dated 6 June 1944.
2. Based on latest information, the approximate dates of availability of aircraft for "Strategic Reserve" are revised as follows:

TYPE	AUTHORIZED STRATEGIC RESERVE		MODEL	DATE A/C AVAILABLE FOR STRATEGIC RESERVE
	NO.	A/C		
Bomber, VII	6	180	B-29	1946
Bomber, H	2	396	B-17	July 1944
Bomber, L	4	256	A-20	Jan thru Aug 1944
Fighter-B-Eng	4	300	F-50	Apr and May 1944
Fighter-L-Eng	4	300	F-47	Jan-1945
Bomber, T-3	2	144	F-6	Approx May 1945
Bomber, Photo	1	64	F-5	Apr & May 1945
Troop Carrier	4	256	C-47	1946

For the Commanding General, Army Air Forces:

*[Handwritten signature]*

**T. L. HOSLER**  
Colonel, Air Corps  
Chief, Commitments Division  
Office, Assistant Chief of Air Staff  
Operations, Commitments & Requirements

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SAS 452-1  
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1 Jan. 4 29 June 1974  
by *Alma/...* 16/12/76

27 MAY 1944

MEMORANDUM FOR THE ASST CHIEF OF STAFF G-4:

Subject: Army Air Forces Strategic Reserve for 1944

1. Reference is made to memorandum, subject as above, dated 8 February 1944, in which the desired composition of the aircraft strategic reserve was outlined and expected availability dates given.

2. Since the date of subject memorandum, deviations of actual from planned attrition losses, variations in the availability of aircraft from production, and the utilization of aircraft on projects not then contemplated, have necessitated revision of estimated dates on which the strategic reserve may be implemented.

3. Current data indicate that the availability dates on the strategic reserve will be:

<u>TYPE</u>	<u>NUMBER OF COMBAT GROUPS</u>	<u>DATE AVAILABLE</u>
Bomber, VH	6	1946
Bomber, H	2	July 1944
Bomber, L	4	Oct. 1944
Fighter, 2-Engine	4	Mar 1945
Fighter, 1-Engine	4	Dec. 1944
Recon, Tac.	2	Apr 1945
Recon, Photo	1	Apr 1945
Troop Carrier	4	1946

*Serial 4521 (1412) B*

4. It is recognized that the dates when the strategic reserve in aircraft may actually be implemented may vary from current estimates as higher priority requirements for aircraft change. As a result of informal conference with G-4 W.D.G.S. (Lt. Col. Fitch) it is understood that procedures are contemplated for keeping G-4, W.D.G.S. advised of progress toward accumulation of the strategic reserve.

5. Approval is requested of expected availability dates set forth in paragraph 3 of this memorandum.

For the Commanding General, Army Air Forces:

Signed

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

Dispatched  
27 MAY 1944  
AGB

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*SAS 4521 (1412) B*



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8 Jan. 8 23 June 1973  
by *Allen/...* Date *10/2/76*

RMS:mc  
A F A E P  
74055  
vtn: 17 May 1944

18 MAY 1944

**SUBJECT: Army Air Force Requirements for OA-10 Aircraft**

**TO: Deputy Chief of Naval Operations (Air)  
Attention: Commander H. D. Riley  
Room 2918 Navy Building  
Washington 25, D. C.**

1. It is desired to incorporate in the current review of allocations of aircraft the Army Air Force requirements for OA-10 (Cameo) aircraft as follows:

a. As of this date the requirement for the balance of 1944 is twenty (20) OA-10 aircraft per month.

b. The requirement for the first six months of 1945 is fifteen (15) OA-10 aircraft per month.

2. It is to be noted that production of this aircraft ends in December 1944.

3. It is requested that suitable aircraft be allocated to the Army Air Force to fulfill requirements in the event of a shortage of OA-10 aircraft.

For the Commanding General

Signed

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

18 MAY 1944  
Ade

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COPY TO: S/AS

*SAS 452.1 (1411)*

*SAS 452.1 (1411)*

**CONFIDENTIAL**  
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DD FORM 1  
1 Jan 43 (Rev 12/14)  
*12/10/76*  
*12/17/76*

AFAPF  
RSM/aa/72538

MAY 11 1944

MEMORANDUM FOR VICE ADMIRAL H. S. EDWARDS:

Subject: Request for Assignment of Aircraft for  
Transportation of Naval Personnel

1. With reference to your request for two RD-4 and one two engine amphibian type airplanes, we are advised by the ATC that there are no two engine amphibian airplanes available.
2. We have, this date, advised USSTAF to hold two C-47 type airplanes and crews on call from Admiral Stark.

*151*  
BARNEY H. GILES  
Major General, U.S. Army  
Chief of Air Staff

*848 452.1*  
*(7440)*

*NT*

HQ. AAF  
11 MAY 1944  
CLASSIFIED MAIL SECTION



AFAPF

*A-11102*  
*Fisher*  
*5/16/44*

**CONFIDENTIAL**

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copy for office of signature

*SAF 452.1(140)*

MAY 12 44



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Director's Office

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MAY 12 1944  
H.C. YVE

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MAY 11 1944

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DOU HRS

Col. J. F. Phillips/cn 71500 40-871  
AF 40-1

Written 10 May 1944

*al*  
*10/12/76*

11 MAY 1944

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR (ASW)

SUBJECT: B-24 Type Airplanes with Single Tails

1. Reference your recent inquiry concerning Army Air Force plans for putting single tails on B-24 airplanes, the following comments are offered:

a. The single tail does not substantially affect the weight of the airplane nor the speed, being in the order of plus 30 pounds and 3 m.p.h. The directional control and stability are improved.

b. One (1) prototype B-24 at Ford is having a single tail installed with completion scheduled during July. It is contemplated that Ford production will be changed over to single tail airplanes.

c. Due to present plans for early termination of B-24 production by Consolidated and North American, it is not planned putting the single tail into production by either of these companies.

d. The Navy's PB4Y-2's (B-24's) from San Diego are having single tails installed. It is understood that two (2) have been accepted but none were delivered as of 9 May. The first "hand-built" single tails for the Navy came off the line in February 1944.

e. The Navy B-2Y (C-87) has a single tail, but none has been accepted to date by the Navy.

*c.c. Secy. Air Staff*  
*844 4521 (1409)*

*File*  
*5/16/44*

(Signed) B. E. Meyers

c.c. MM&D  
Secy/AS  
DMA-2  
DMA-4

B. E. MEYERS  
Major General, U. S. A.  
Deputy Assistant Chief of Air Staff,  
Material, Maintenance & Distribution

DMA-1

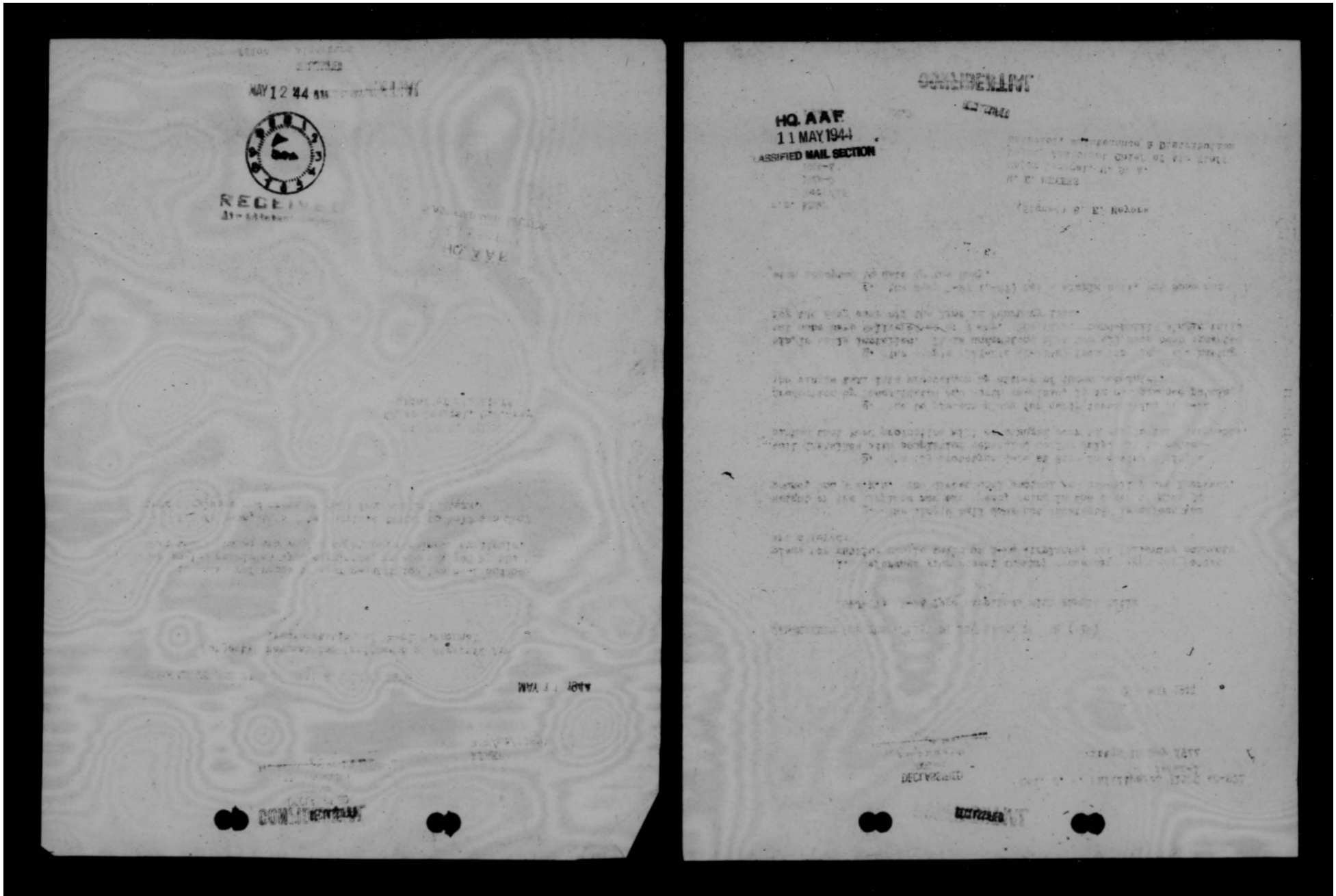
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HQ AAF  
11 MAY 1944  
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OFFICE OF THE  
CHIEF OF STAFF

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*McKee*  
*10/2/76*

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DDO 105  
10/2/76

~~SECRET~~  
By Authority of  
The Commanding General  
of the Army Air Forces  
MAY 1 1 1944  
DATE INITIALS

AFKDS  
11 MAY 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF

SUBJECT: Tactical Availability of B-29 Aircraft.

1. Attached is a B-29 production chart furnished in accordance with verbal request of Lieutenant General Giles. The chart shows monthly estimates for the remainder of 1944 beginning with May.
2. This chart represents the best available data. It does not have the flow of aircraft through individual modification centers. A new estimate of B-29 tactical availability including estimates of modification center deliveries will be available about Aug 5th and submitted to you for your information.

1 Incl:  
B-29 Production  
Chart

WILLIAM F. McKEE  
Colonel, Air Corps  
Acting, Asst Chief of Air Staff,  
Operations, Commitments & Requirements

SAS 452.1 (1407)

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*5/11/44*

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DDO 105  
10/2/76

9 MAY

MEMORANDUM FOR CHIEF OF THE AIR STAFF

SUBJECT: Tactical Availability of A-26 Aircraft.

1. Attached is an A-26 production chart furnished in accordance with request of General Giles to have a schedule of A-26 tactical availability for the remainder of 1944 which could be relied upon. Also requested was "Have a complete chart prepared on the A-26 showing how many we will get out of Tulsa and Long Beach and from Mod Centers for May, June, July, August through December".
2. The attached chart fulfills the above requirements. It represents the best available data, coordinated with all interested agencies.

1 Incl:  
A-26 Production  
Chart

WILLIAM F. McKEE  
Colonel, Air Corps  
Acting, Asst Chief of Air Staff,  
Operations, Commitments & Requirements

SAS 452.1 (1406)

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*File*  
*MMK*

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500 013  
7 Nov 4 20 June 1974  
by *all/for* on 10/17/76

Grounded Aircraft

AC/AS, Materiel, Maintenance and Distribution  
Attn: Control Office  
Deputy Chief of Air Staff

6 June 44  
3  
WKK/ova/SAS

This is O.K. but be doubly sure it is not a duplication of existing policies. There seem to be a lot of papers floating around on this subject.

*WKK*  
PATRICK W. TIMMERLAKE,  
Brigadier General, U.S.A.,  
Deputy Chief of Air Staff.

2 Incls n/c

SAS 452.1 (1404)

DISCONTINUED  
6 JUN 1944  
AGG

*File  
on 7 June 44*

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SAS 452.1 (1404) SAS

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7 Nov 4 20 June 1974  
by *all/for* on 10/17/76

Grounded Aircraft.

Secretary of Air Staff

AC/AS, Operations, Commitments and Requirements

12 May 1944  
1  
Maj Stobbins/bb/5132

Attached for signature by the Chief of the Air Staff is an RAR, subject as above, addressed to the AC/AS, Materiel, Maintenance and Distribution (Attention: General Meyers).

1 Incl.  
RAR subj as above  
for signature

WILLIAM B. STOBBS  
Colonel, Air Corps  
Acting, Asst Chief of Air Staff,  
Operations, Commitments & Requirements

*RAR #1 Gen Timmerlake (prepared by O&A)  
Despatch to Materiel 22 May 44*

*File  
on 22 May 44*

SAS 452.1 (1404)

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SAS 452.1 (1404)



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DDC 715  
By *abj/je* Date *10/2/76*

C-50 Airplane for Inspector General

AC/AS, Operations, Commitments & Requirements

11 May 44

Deputy Chief of the Air Staff, General Hall

1  
RHH/so/72141

1. General Giles signed and dispatched yesterday the indorsement to the Inspector General giving information about the C-50 airplanes being prepared for the Inspector General.

2. General Giles desires that this office be notified when it is ready for delivery so that he can notify General Peterson personally of that fact.

WILLIAM E. HALL  
Brigadier General, U. S. A.  
Deputy Chief of the Air Staff

*DAH 452.1 (1400)*

11 May 44

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*DAH 452.1 (1400)*

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DDC 715  
By *abj/je* Date *10/2/76*

Requirements for Liaison Type Aircraft.

Chief of Air Staff

2 OCT 1944

AC/AS, Operations, Commitments & Requirements

1  
GWT/lm 74381

1. Attached for signature is letter to Commanding General, Army Ground Forces, requesting information concerning Army Ground Forces requirements for liaison aircraft.

2. The Army Air Forces are responsible for procurement of all aircraft including those for the Army Ground Forces, and the requested information is necessary in order that we may calculate requirements more accurately.

1 Attach.  
Ltr to CG, AGF,  
same subject.

Signed

H. A. Condit  
Major General, U. S. Army  
Asst. Chief of Air Staff  
Operations, Commitments & Requirements

AFRAL \_\_\_\_\_

AFROM \_\_\_\_\_

AFREQ \_\_\_\_\_

*452.1 (1400)*

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*DAH 452.1 (1400)*

DECLASSIFIED  
DOO 100  
1 Jan & 20 June 1974  
By: *Ally* / *AC* Date: *10/17/76*

AFRAL/OWT/1a  
Ext 74381  
Rm 3D 1040  
Wrtm: 27 Sept 1944  
AFRAL

4 OCT 1944

Requirements for Liaison Type Aircraft

Commanding General, Army Ground Forces,  
Washington 25, D. C.

~~SECRET~~  
By Authority of  
The Commanding General  
Army Air Forces  
AF ~~UNCLASSIFIED~~  
Date Initials

1. In accordance with memorandum from WDGS, G-4, subject: "Liaison Aircraft in the Army Ground Forces," dated 19 April 1944, copy attached, and War Department Circular 308, dated 25 May 1944, the Army Air Forces are charged with procurement of Army Air Forces' equipment for the Army Ground Forces.
2. In order that the requirements for liaison type aircraft can be calculated, it is requested that the following information be furnished with respect to those units which are authorized liaison aircraft:
  - a. List of units now in theaters and aircraft authorization per unit.
  - b. List of units now in training together with schedule of commitment to combat theaters.
  - c. List of units to be activated and commitment schedule for any such units destined for commitment before 1 January 1946.
3. Information is also requested as to proposed deployment of Ground Forces' units requiring liaison aircraft after defeat of Germany.
4. The Army Air Forces are making a continuous examination of their procurement program in order that production will be in harmony with requirements, and it is requested that we be kept informed of any future changes affecting your requirements for Army Air Forces' equipment.

For the Commanding General, Army Air Forces:

Signed

FREDERIC H. SMITH, JR.  
Brigadier General, U. S. Army,  
Deputy Chief of Air Staff

1 Incl.  
Cy same, as stated.

AFRAL    AFRCM    AFOCR    AFREQ

~~SECRET~~

OX FOR G3, AAF

~~SECRET~~

DECLASSIFIED  
DOO 100  
1 Jan & 20 June 1974  
By: *Ally* / *AC* Date: *10/17/76*

WAR DEPARTMENT  
War Department General Staff  
Supply Division G-4  
Washington, D. C.

~~SECRET~~

COPY

WDGDS 11712A

19 April 1944

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES;  
THE COMMANDING GENERAL, ARMY GROUND FORCES;

Subject: Liaison Aircraft in the Army Ground Forces.

1. It has been decided to re-establish the direct responsibility of the Commanding General, Army Air Forces for the research, development, procurement, distribution and maintenance (as prescribed) of liaison airplanes, spare parts, repair materials, auxiliary flying equipment, parachutes, radio controlled targets and similar items in use by Army Ground Force Units, in accordance with the spirit of paragraph 6c (9), War Department Circular 59, 1942, and the provisions of War Department Memorandum to Commanding General, Army Air Forces, WDGT 320.2 (5 Feb) dated 6 June 1942, subject: Organic Air Observation for Field Artillery.
2. It is desired that the Commanding General, Army Air Forces, institute procedures which will permit direct supply and maintenance to Army Ground Force Units so equipped and that the Army Service Forces be withdrawn from these activities to the maximum extent possible.
3. Consideration should be given to the establishment of a liaison office in Headquarters, Army Air Forces, similar to that now maintained in Headquarters, Army Service Forces under the direction of Lt. Colonel Robert M. Leich, Field Artillery Liaison pilot.
4. Accordingly it is desired that the Commanding Generals, Army Air Forces and Army Ground Forces jointly prepare recommendations for the implementation of this policy in the form of War Department letters, circulars or other publications, securing the concurrence of Commanding General, Army Service Forces, on such matters as are of interest to him. It is further desired that this be accomplished and returned to the Assistant Chief of Staff, G-4, by 27 April 1944.

By order of The Secretary of War:

R. L. MAXWELL,  
Major, General  
Assistant Chief of Staff, G-4

/s/ SHIRAS A. BLAIR  
Colonel, General Staff Corps,  
Chief, Planning Branch

INCL #1

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DDO 115  
8 Jan 4 22 June 1974  
By: *alc/ise* Date: *10/2/76*

4 OCT 1944

AFRAL/OWT/lm  
Ext 74361  
Rm 3D 1040  
Wrtm: 27 Sept 1944  
AFRAL

Requirements for Liaison Type Aircraft

Commanding General, Army Ground Forces,  
Washington 25, D. C.

~~SECRET~~  
By Authority of  
The Commanding General  
Army Air Forces  
AFROM  
Date: \_\_\_\_\_  
Initials: \_\_\_\_\_

1. In accordance with memorandum from WDGS, G-4, subject: "Liaison Aircraft in the Army Ground Forces," dated 19 April 1944, copy attached, and War Department Circular 208, dated 25 May 1944, the Army Air Forces are charged with procurement of Army Air Forces' equipment for the Army Ground Forces.
2. In order that the requirements for liaison type aircraft can be calculated, it is requested that the following information be furnished with respect to those units which are authorized liaison aircraft:
  - a. List of units now in theaters and aircraft authorization per unit.
  - b. List of units now in training together with schedule of commitment to combat theaters.
  - c. List of units to be activated and commitment schedule for any such units destined for commitment before 1 January 1946.
3. Information is also requested as to proposed deployment of Ground Forces' units requiring liaison aircraft after defeat of Germany.
4. The Army Air Forces are making a continuous examination of their procurement program in order that production will be in harmony with requirements, and it is requested that we be kept informed of any future changes affecting your requirements for Army Air Forces' equipment.

For the Commanding General, Army Air Forces:

Signed

FREDERIC B. SMITH, JR.  
Brigadier General, U. S. Army,  
Deputy Chief of Air Staff

1 Incl.  
Cy memo, as stated.

AFRAL    AFROM    AFOR    AFREQ    ~~AFRAC~~

4 OCT 1944

~~SECRET~~

543452-1 (1403)

CY FOR CHIEF OF AIR STAFF

~~SECRET~~

WAR DEPARTMENT  
War Department General Staff  
Supply Division G-4  
Washington, D. C.

DECLASSIFIED  
DDO 115  
8 Jan 4 22 June 1974  
By: *alc/ise* Date: *10/2/76*

COPY

WDGS 11712A

19 April 1944

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:  
THE COMMANDING GENERAL, ARMY GROUND FORCES:

Subject: Liaison Aircraft in the Army Ground Forces.

1. It has been decided to re-establish the direct responsibility of the Commanding General, Army Air Forces for the research, development, procurement, distribution and maintenance (as prescribed) of liaison airplanes, spare parts, repair materials, auxiliary flying equipment, parachutes, radio controlled targets and similar items in use by Army Ground Force Units, in accordance with the spirit of paragraph 6c (9), War Department Circular 59, 1942, and the provisions of War Department Memorandum to Commanding General, Army Air Forces, WDGT 320.2 (5 Feb) dated 6 June 1942, subject: Organic Air Observation for Field Artillery.
2. It is desired that the Commanding General, Army Air Forces, institute procedures which will permit direct supply and maintenance to Army Ground Force Units so equipped and that the Army Service Forces be withdrawn from these activities to the maximum extent possible.
3. Consideration should be given to the establishment of a liaison office in Headquarters, Army Air Forces, similar to that now maintained in Headquarters, Army Service Forces under the direction of Lt. Colonel Robert M. Leich, Field Artillery Liaison pilot.
4. Accordingly it is desired that the Commanding Generals, Army Air Forces and Army Ground Forces jointly prepare recommendations for the implementation of this policy in the form of War Department letters, circulars or other publications, securing the concurrence of Commanding General, Army Service Forces, on such matters as are of interest to him. It is further desired that this be accomplished and returned to the Assistant Chief of Staff, G-4, by 27 April 1944.

By order of The Secretary of War:

R. L. MAXWELL,  
Major, General  
Assistant Chief of Staff, G-4

/s/ SHIRAS A. BLAIR  
Colonel, General Staff Corps,  
Chief, Planning Branch

INCL #1

~~SECRET~~

543452-1 (1403)

AFROA:JFF:am:71079

12 May 1944

C-60 Aircraft for Use by The Inspector General

Commanding Officer  
1st Army Air Forces Base Unit  
Bolling Field, D. C.

1. Confirming information transmitted by telephone 12 May 1944, Lt. Colonel Fletcher, Headquarters, Army Air Forces, to Major Bachman, 1st Army Air Forces Base Unit, it is desired that so much of letter dated 9 May 1944, subject as above, as provides for The Inspector General being advised at such time as the aircraft will be available be rescinded and that the Chief, Commitments Division, Assistant Chief of Air Staff, Operations, Commitments and Requirements be advised when subject airplane is available.

By command of General ARNOLD:

T. L. MOSLEY  
Colonel, Air Corps  
Chief, Commitments Division  
Office, Assistant Chief of Air Staff,  
Operations, Commitments & Requirements

*Handwritten:* AA 452.1 (1400)

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DOD IIR  
By Alv/ Date 10/2/76

C-60 Airplane for Inspector General  
AC/AS, Operations, Commitments & Requirements  
Deputy Chief of the Air Staff, General Hall

11 May 44

RH/oc/T2141 1

1. General Giles signed and dispatched yesterday the indorsement to the Inspector General giving information about the C-60 airplane being prepared for the Inspector General.

2. General Giles desires that this office be notified when it is ready for delivery so that he can notify General Peterson personally of that fact.

WILLIAM E. HALL  
Brigadier General, U. S. A.  
Deputy Chief of the Air Staff

8784521 (1402)

TO: Deputy Chief of the Air Staff, General Hall

DATE

FROM: AC/AS, Operations, Commitments & Requirements

COMMENT NO. 2  
JYP:mam 71079

Attached hereto are copies of letters to 1st Army Air Forces Base Unit in connection with C-60 airplane for the Inspector General. This Office will advise General Hall when subject airplane is available at Bolling Field.

2 Incl  
1-Cy ltr to Bolling Field dtd 5/9/44  
2-Cy ltr to Bolling Field dtd 5/12/44

AVRON

WILLIAM F. McKEE  
Colonel, Air Corps  
Acting, Asst Chief of Air Staff,  
Operations, Commitments & Requirements

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- DOD REG.  
1 Jan. & 20 June 1975  
by *Allen / 160, Date 10/17/76*

G-60 Airplane for Inspector General  
Secretary, Air Staff  
Deputy Chief of the Air Staff, General Hall

28 May 64

RHR/oo/78141

- 1. Noted.
- 2. File.

Incls:  
n/o

ROBERT H. HARPER  
Lt. Colonel, Air Corps  
Executive  
Deputy Chief of the Air Staff

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AFWD

100-40-100-1274  
Date: 10/17/76  
initials

6 May 1944

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map*

MEMORANDUM FOR GENERAL HAYERS

SUBJECT: Deletion of Modifications on Training Airplanes - B-29 Conference.

1. As directed by General Hayers, the following officers met on 5 May 1944 at the Birmingham Modification Center:

Brig. Gen. E. S. Hensell	C/S, 20th Air Force
Brig. Gen. H. E. Gross	Office, AS/AS, CGMR
Col. E. W. Probst	Dist. Supvr., SE Proc. Mat.
Col. H. A. Shepard	Hq., Materiel Command
Col. B. I. Funk	Office, AS/AS, CGMR
Lt. Col. J. V. Carpenter	Office, AS/AS, Training
Lt. Col. John E. Williams	Office, AS/AS, WMBD
Major F. A. Henry	AAVFB, Birmingham Mod. Center
Major E. G. Breithart	Office, AS/AS, WMBD
Captl J. P. Noonan	Asst. AAVFB, Birmingham Mod. Center
Mr. Perry Yates	General Manager, WMB Corp.

2. The above officers met in order to expedite the delivery of training airplanes, and it was decided to delete the following modification items over and above those that had been previously omitted. This was to be on all training airplanes only.

Mod. No.

A1	Provisions for AFCE and Bomb Sight heat
A11	Install gun charger air compressor
B3	Install SCB-718 Sp "A" parts
B7	Install Sp "A" prev. for Evcon
E10	Relocate interphone amplifier
E16	Install PB-218-B inverter
G11	Light for pilot's aisle seat. std.
G18	Air position indicator
G26	Prev. for opening & closing camera doors
G28	Replace pilot's vacuum gauge with warning light
G51	Install cabin heating (exhaust type)
G54	Install deicer solenoid valves & deicer plumbing
G63	Install revised B-11 empurchargers
G72	Pressure testing of airplanes
M2	Harmocination of turrets

*4100 man hours*

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General Hayers

6 May 1944

3. The deletion of the above additional items will reduce the total manhours required to modify the 50 training airplanes approximately 7600 manhours. This figure is in comparison with the manhours required to modify replacement airplanes.

4. With the deletions as outlined on the 50 training airplanes, the Birmingham Modification Center should produce the following type modified airplanes in the months of May and June: This schedule was approved by Mr. Yates, and the Army Air Force Resident Representative, Major Henry, concurred:

a-	50 training airplanes with maximum deletions
	34 training airplanes with minimum deletions
	14 replacement airplanes
	98 Total

5. After arriving at deletions and schedule, General Hensell telephoned General Hnt and reviewed all items discussed, and General Hnt approved them as outlined. General Gross will prepare the necessary papers to inform WMBD of the changes so that Materiel Command can be informed. In the meantime, the Birmingham Modification Center is proceeding to accomplish the desired results.

6. Birmingham Modification Center will slow down on B-24 modifications and will start a new bay on the B-29 short modification. They will also change over one of the present bays to accommodate the modification of replacement airplanes. The balance of the bays will be used to modify training airplanes with the minimum deletions.

7. The schedule as set up cannot be easily accomplished and the Center will have to formulate the necessary plans immediately and take the proper steps to insure smooth production, or the desired output will not be forthcoming. Constant pressure will need to be applied to the Army office and the contractor, and all possible assistance will need to be given to the Center if additional training airplanes are to be made available for training.

*Col. Irvine will do this!*

C. S. IRVINE,  
Colonel, Air Corps,  
Chief, Modification Division

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19/2/76

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Modification to Training B-29 Aircraft

Asst C/AS, MBD, Modification Division

MAY 6 1944

Asst C/AS, OGR, Requirements Division

1  
Col. Funk-co-5692

1. It is requested that necessary action be taken to immediately delete the following modifications from fifty (50) training B-29 aircraft at the Birmingham Modification Center:

- a. Provisions for APGE and Bomb Sight heat
- b. Increase Turret Ammo. Cap.
- c. Install gun charger air compressor
- d. Pilot's front armor
- e. Co-pilot's front armor
- f. Pilot's and co-pilot's B-R glass
- g. Extend flak protection on sides of computer
- h. Lower armor for computer
- i. Rear armor bulkhead
- j. Four gun turret upper forward
- k. Install SCR-718 Op. "A" parts
- l. Install AN/ARR-1 (2B adapters)
- m. Install Op "A" prov. for Raven
- n. Install SCR 995/695 radio new location
- o. Install SCR-622 Op "A" parts
- p. Relocate interphone amplifier
- q. Provide oxygen interphone-heated suit outlets for Radar and Raven operators
- r. Install PK-216-D inverter
- s. Light for pilot's aisle control stand
- t. Air position indicator
- u. A-12 regulators in cargo platform
- v. Provisions for opening and closing camera doors
- w. Replace pilot's vacuum gauge with warning light
- x. Install cabin heating (exhaust-type)
- y. Provide dimming for signal light at side sighting station
- z. Install deicer solenoid valves and deicer plumbing
- aa. Install revised B-11 superchargers
- bb. Pressure testing of airplanes
- cc. Harmonization of turrets

2. Some of the above deletions will be in addition to those now presently being accomplished on B-29 training airplanes, and by so increasing the number of deletions on the above fifty (50) B-29's, the total number of airplanes estimated for delivery from the Birmingham Modification Center during May and June can be increased from seventy to ninety eight in approximately the following categories:

- 50 will have these modifications outlined in paragraph 1
- 34 will have the present training deletions (As indicated by asterisk)
- 14 will be combat airplanes

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Modification to Training B-29 Aircraft (Continued)

Asst C/AS, MBD, Modification Division

6 May 1944

Asst C/AS, OGR, Requirements Division

1 Cont'd

3. Barring unforeseen emergencies, it is not expected that any of the fifty subject airplanes will ever be used for other than training purposes.

4. The modification deletions as outlined in paragraph 1 were agreed upon at an official meeting attended by representatives of the Material Command, Requirements Division, and Training, held on 5 May 1944 at the Birmingham Modification Center. Work is already in progress on these deletions and should be followed up with official confirmation to the Material Command.

Bomb. Br. \_\_\_\_\_

Airc. Sec. \_\_\_\_\_

MEG/s  
MERVIN E. CROSS  
Brigadier General, U.S. Army

Lat 452.1 (1397)

Noted 5/11/44



DECLASSIFIED

505 452.1 (1392)

HQ. AAF

8 MAY 1944

CLASSIFIED MAIL SECTION

TO: SAC, NEW YORK (100-100000)

FROM: SAC, NEW YORK (100-100000)

SUBJECT: [Faint text]

[Faint typed text follows]

MAY 8 44



[Faint, mostly illegible typed text]

*Approved  
B. Smith  
4/16/44*

Secret by authority of  
Commanding General AAF  
~~SECRET~~  
Date \_\_\_\_\_  
Initials \_\_\_\_\_

DECLASSIFIED  
DDO HRC  
Jan 6 & 20 June 1975  
by *alw/DE* J.C. Date *10/2/76*

15 APR 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Revised Planning Factors for Combat Crew Requirements

I. Discussion

1. As a result of a memorandum from this office to you, subject: "Staff Planning Factors," dated 8 March 1944, revised planning factors that provided reduced requirements for both airplanes and combat crews were approved by General Arnold on 12 March 1944 and 19 March 1944 respectively. The attached detailed tabulation of the planning factors for requirements of combat crews reflects the results of the above decision.

2. The planning factors were approved to be effective in reducing required RTU output of crews only after 1 February 1945. Between that date and the present the AAF plan is to continue producing combat crews at the capacity of existing Combat Crew Training Schools for Fighter and Bombardment Crews. The attached revised factors define "estimated losses to the theaters" instead of the former "total replacement flow." During the period between now and 1 February 1945 the new factors, while, in general, larger than the ultimate factors, are still small enough to set up crew requirements less than RTU capacity so that a margin is available for build-up or diversion to very active theaters.

3. Besides the above changes, the attached factors reflect other variations from the old planning factors.

a. Inventory requirement and estimated losses of combat crew are computed from "Unit Equipment(Aircraft)" and the expression "Unit Equipment of Crews" is dropped.

b. Estimated loss to the theater for return of crews to the United States is computed only from those units which have been six months or more in an active theater.

c. VEB groups are based on UE of 30 for three squadrons instead of 28 for four squadrons.

d. Medium and Light Bombardment groups are augmented to UE 64 on 1 July 1944.

e. Troop Carrier crew requirements are based on UE 64 and 100% reserve.

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*75  
5/1/44*

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f. To agree with an AS Letter and the Troop Basis the present total Photo Reconnaissance crew inventory requirement was shown at 18 plus 8, or 26 crews, although the augmentation in VB aircraft is not authorized until 1948.

II. Action recommended

1. That the attached revised Secret AAF Letter (C) 150-2, subject: "Planning Factors for Combat Crew Requirements" be signed and approved for publication to supersede the present letter.

2. That all papers be returned to AS/AS, OGAH for necessary action and supervision of publication by Management Control, Organisational Planning Division.

1 Attach:  
Revised Secret AAF Ltr  
(C) 150-2

*Agreed*  
*col McKee*  
*DC:K*

*Carried by hand*

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CHANGE

FOR REPLY TO  
COMMANDING GENERAL, ARMY AIR FORCES  
WASHINGTON 25, D. C.

ATTENTION: AFABI

HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON



DECLASSIFIED  
DDO 115

8 Jan. & 20 June 1976  
By: DA / AC Date: 10/2/76

1 May 1944

*See Gen Staff  
File  
5/8/44*

MEMORANDUM FOR COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Bomb Equipment for Mosquito.

1. In accordance with your instructions, investigation indicates that a 4000 lb. bomb is hung in the Mosquito fighter bomber on the standard 4000 lb. bomb carrier. The bomb carrier is slightly modified in order that it will fit in the bomb-bay of the Mosquito. This modification does not affect the principle of operation of the carrier itself.
2. At first, the bomb-bay doors of the aircraft had to be modified slightly in order that they could be closed under the bomb. Present production now incorporates this modification.
3. The principal difficulty encountered in loading a 4000 lb. bomb is the removal of the 500 lb. bomb-carrying facilities. These facilities have to be removed so that sufficient clearance can be obtained in the bomb-bay.

*See 455.1*

*Thomas D. White*

THOMAS D. WHITE  
Brigadier General, U. S. Army  
Assistant Chief of Air Staff,  
Intelligence

*5-9-44  
File  
MWT*

1387

*Miss Atkins  
Held for Gen Arnold  
MWT*

*572 Return to  
Gen Hark  
Noted  
MWT*

*File  
12/9/44*

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DOO 113

8 Dec. 4 20 June 1974  
by *Alan J. C. Davis* 12/7/76

~~CONFIDENTIAL~~

Conversion of P-40's at Martin Plant in Omaha

TO: Deputy Chief of Air Staff

11 May 1944  
Comment No. 4  
GWP:mg/5653

FROM: AC/AS, Training

1. Reference paragraph 2, Comment No. 3. The largest portion of our P-51 training is being done on P-40's with no immediate change in sight. New P-40's are being delivered to training at a rate of about 140 per month.

2. The two-place P-40 is definitely desirable as a training airplane. It is excellent for instrument flying training and for gunnery as well as for initial check-off.

3. This office originally requested that 20 per cent of all new deliveries of P-50 be modified to two-place. It was understood that this would be done only if and when it did not interfere with other projects.

4. A P-47 is now in the process of modification to two-place. Desirability of this aircraft will necessarily depend upon results of the first model.

5. P-38 Piggy Backs are now in use. Approximately 10 per cent of future deliveries to training should be so modified.

s/ RWH  
ROBERT W. HARPER  
Major General, U. S. Army

TO: AC/AS, ~~MMED~~  
THRU: AC/AS, OCS&R

DATE: 13 May 1944  
Comment No. 5  
WAK:hj 5458

FROM: Deputy Chief of Air Staff

For compliance with Par. 5, Comment 4 above.

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

Dispatched  
13 MAY 1944  
AAG

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DDO 103  
1 Jan. & 20 June 1974  
by *alw/10E* SAC Date *10/2/76*

Conversion of P-40's at Martin Plant in Omaha

Assistant Chief of Air Staff, Training

9 May 1944

Deputy Chief of Air Staff

PWT/ova/5265 <sup>3</sup>

1. There is some question in the mind of the Chief of the Air Staff as to the advisability of continuing this conversion of 200 P-40 airplanes into 2-place trainers.
2. Soon there will be no P-40 aircraft available, either as 2-place trainers or as equipment for fighter RTU's. Would it not eliminate many accidents as a result of first solo flights, to modify P-38's and P-47's for dual training in the type of fighter to be used subsequently for operational training?
3. Your comments, please.

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

Subsequent to the preparation of this memo, it has been decided that no P-40's would be modified, other than those now in work.

P. W. T.

10 MAY 1944  
AGG  
*Conrad by hand*

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DDO 103  
1 Jan. & 20 June 1974  
by *alw/10E* SAC Date *10/2/76*

Conversion of P-40's at Martin Plant in Omaha.

AC/AS, IN&D Attention: General Meyers

30 April 1944

Chief of Air Staff

1  
WH:hj 3373

1. As a result of a telephone call from General Giles yesterday, and confirming General Arnold's oral instructions to you, it is requested that you look into the conversion of 200 P-40's which is underway at the Martin Plant in Omaha.
2. General Arnold is under the impression that this conversion was a 'stop-gap' measure to keep the Omaha Plant busy pending receipt of VLR work.
3. General Giles is also interested in getting the story on the A-34 work which is going on at Tulsa. This also appears to have been a stop-gap measure.
4. Please have this information available at the time of General Giles return, which should be about May 3.

WILLIAM E. HALL,  
Brigadier General, U.S.A.,  
Acting Chief of the Air Staff.

Dispro 1  
1 MAY 1944  
AGG

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DDO R/S

8 Jan & 20 June 1976  
by *[Signature]* AC Date *1/7/76*

AFDMA-4B  
Colonel H. R. Faig/bjh/6767

(Written 3/30/44)

MAR 30 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Delivery of Aircraft to Beneficiary Nations,  
Particularly China

1. Reference is made to telephone request from General Ferrin's office to Colonel Faig of the International Section. Aircraft lost during overseas delivery are not automatically replaced.

2. The beneficiary nation involved may submit request for reallocation of the quantities lost, which is a matter for consideration by the Munitions Assignments Committee (Air) and each case is dealt with on the conditions involved, i.e., if the quantities lost are a large percentage of the allocations, the Munitions Assignments Committee (Air) is more inclined to view favorably the request.

3. With further reference to policy pertaining to allocation of aircraft to China reference is made to Responing of Munitions Assignments Committee (Air) Case No. 414, dated 31 December 1943, in which it was recommended:

a. That all aircraft except fighters be delivered to the Chinese by serial number in the U.S., but sent through Commanding General, CBI Theater to facilitate handling.

b. That all fighters "acquired" for Chinese be sent through the Commanding General, CBI Theater without modification. These aircraft or other similar airplanes to be notified in the Theater and turned over to the Chinese. Reports by serial number of aircraft thus turned over to be cabled to Assistant Chief of Air Staff, MMAD, as transfer is effected. Commanding General, CBI Theater to assure delivery of total quantity as scheduled by MAC (Air) to assure fulfillment of executive commitments.

WILLIAM P. BROWNE  
Lt. Colonel, Air Corps  
Administrative Exec. Office  
Asst. Chief of Air Staff, MMAD

DISTRIBUTION:

CC: Executive, AC/AS, MMAD  
Office of Signature

HRP:bjh/6767

AFDMA-4B

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

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DDI #95

on 06/10/02 Date 10/2/76  
by [signature]

WAR DEPARTMENT  
HEADQUARTERS OF THE ARMY AIR FORCES  
WASHINGTON

APR 20 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: B-32 Production

I. Discussion

1. Attention is invited to the fact that estimates of B-32 production as shown on recent Tactical Availability Reports published by Assistant Chief of Air Staff, Materiel, Maintenance, and Distribution, are less than previous estimates upon which the commitment of B-32 Groups was based in the augmented Very Heavy Bombardment Program.

2. A comparison of B-32 estimates follows:

Estimate of	1944				1945	
	Sept	Oct	Nov	Dec	Jan	Total
January, upon which Program based	5	11	16	22	28	82
April	0	10	15	20	25	70
Difference	-5	-1	-1	-2	-3	-12

3. The Program as approved by General Arnold 18 January 1944 envisaged a bare minimum of training on B-32 aircraft. No time was allowed for model crews, flight leader crews and instructor crews to obtain flight time in B-32 aircraft prior to the four month OTU training period.

4. The April B-32 availability estimate shown in paragraph 2 will permit even less training on B-32 aircraft than the original approved Program.

5. It is believed that steps should be taken to increase B-32 production to at least the January estimate level.

II. Action recommended

That the attached Routing and Record Sheet to Assistant Chief of Air Staff, Materiel, Maintenance, and Distribution be signed and forwarded.



1 Incl  
R&R

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WILLIAM F. MCKEE  
Colonel, A.C.,  
Deputy Asst. Chief of Air Staff,  
Operations, Commitments & Requirements.

*William F. McKee* (signature)

on 06/10/02 Date 10/2/76  
by [signature]

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 2 Jan. 20 Jan 1976  
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APR 20 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: B-32 Production

I. Discussion

1. Attention is invited to the fact that estimates of B-32 production as shown on recent Tactical Availability Reports published by Assistant Chief of Air Staff, Materiel, Maintenance, and Distribution, are less than previous estimates upon which the commitment of B-32 Groups was based in the Augmented Very Heavy Bombardment Program.

2. A comparison of B-32 estimates follows:

Estimate of	1944				1945	
	Sept	Oct	Nov	Dec	Jan	Total
January, upon which Program based	5	11	16	22	28	82
April	0	10	15	20	25	70
Difference	-5	-1	-1	-2	-3	-12

3. The Program as approved by General Arnold 18 January 1944 envisaged a bare minimum of training on B-32 aircraft. No time was allowed for model crews, flight leader crews and instructor crews to obtain flight time in B-32 aircraft prior to the four month OTG training period.

4. The April B-32 availability estimate shown in paragraph 2 will permit even less training on B-32 aircraft than the original approved Program.

5. It is believed that steps should be taken to increase B-32 production to at least the January estimate level.

II. Action recommended

That the attached Routing and Record Sheet to Assistant Chief of Air Staff, Materiel, Maintenance, and Distribution be signed and forwarded.

1 Incl  
 RSR

~~SECRET~~

WILLIAM F. McKEE  
 Colonel, A.C.,  
 Deputy Asst. Chief of Air Staff,  
 Operations, Commitments & Requirements

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DECLASSIFIED

DEC 21  
 2 Jan. 20 Jan 1976  
 00/10E 10/17/76

B-32 Production

AC/AS, Materiel, Maintenance & Distribution

19 April 1944

Chief of Air Staff

1. On 11 February 1944, the approved plan for the augmented Very Heavy Bombardment Program was transmitted to you for necessary action to insure attainment of the production schedule of B-29 and B-32 aircraft incorporated therein.

2. A comparison of your latest tactical availability report with the January B-32 estimates upon which the VHB Program was based shows the following shortages:

1944	1945				TOTAL
	Sept	Oct	Nov	Dec	
-5	-1	-1	-2	-3	-12

3. In approving the program, it was considered that the January estimates on B-32 availability represented an irreducible minimum. It is mandatory that B-32 availability be restored to at least the level of your January estimates and that vigorous steps be taken to exceed that level.

Dispatched  
 23 APR 1944  
 AAB

Barney M. Giles,  
 Major General, U. S. Army,  
 Chief of the Air Staff.

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B-32 Production

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*Alber ... 10/7/76*

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*Dispatch 1*  
**27 APR 1944**  
**AGG**

**TO: Assistant Chief of Air Staff, OAS**

**DATE 27 April 1944**

**FROM: Chief of the Air Staff**

**COMMENT NO. 1**  
**HAL/ML/3373**

To note the foregoing comment by AG/AS, WMS and for any remarks considered necessary by your Division in connection therewith.

**H. A. LIMBY**  
**Colonel, G.S.B.**  
**Secretary, Air Staff**

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DDO ltr.

8 Jan. & 20 June 1974  
By *AD/10E* JAC. Date *10/2/76*

<del>SECRET</del>
BY AUTHORITY OF COMMANDING GENERAL Atlantic Overseas Air Service Command Fort Monmouth, Monmouth Co., N.J.
<i>18 Apr 44</i>
DATE..... INITIALS.....

JFB:mb

18 April 1944

**SUBJECT:** Aircraft Schedule for 15 April - 15 May 1944

**TO:** Commanding General, Army Air Forces, attn: Brigadier General E. S. Parrin, Deputy Chief Air Staff, H1015 Pentagon, Washington 25, D. C.

1. Forwarded herewith is a copy of the forecast of aircraft arrivals and shipments at this Headquarters for the period 15 April 1944 to 15 May 1944.

For the Commanding General:

JAMES F. BURNS, JR.  
Major, Air Corps  
Control Officer

Incl: 1  
Rpt. of Aircraft

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*4521*  
*1376*

*JFB*  
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*8/23/44*

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8 JAN 8 20 1976  
BY: *Allen* / *10*, Date: *10/7/76*

13 April 1944

MEMORANDUM FOR MAJOR GENERAL THOMAS T. HANDY:

Subject: Memorandum from Senior Member of Joint  
Production Survey Committee concerning  
Program Balance - Navy Aircraft.

The following reply is proposed to the subject memorandum:

"1. Problems facing Naval aviation are different from those facing Army aviation and are solved by different methods and planning factors. In general, the Army is not thoroughly familiar with the methods and factors used by the Navy, and the Army Air Force representative on the Joint Production Survey Committee was temporarily absent when this matter was considered. The Deputy Chief of Staff has no objection to the Committee action of forwarding the Memorandum, Inclosure A, subject: "Memorandum regarding Navy Aircraft Program," but the Deputy Chief of Staff desires to take no action either of concurrence or non-concurrence without the advice of the Army Air Force representative on that Committee.

"2. The matter at hand seems to involve an informal presentation of Memorandum B to the Joint Production Survey Committee by Mr. Searls of the Office of War Mobilization. It would seem that the Committee can express its current views directly to Mr. Searls without formal or informal concurrence of either the Army or Navy Joint Chiefs or Deputy Chiefs of Staff. It is believed that the Committee's recommendations should be made more definite before the Army is requested to concur, and that the Army Air Force representative should have a chance to study such recommendations. Obviously, action of the sort proposed by the Committee should not be deferred too long.

"3. Even though the Army does not possess general knowledge of the methods used by the Navy, it can indorse the following principles referred to in the memorandum to the Joint Production Survey Committee:

a. That a cutback in the Navy aircraft program may be indicated and that action should not be delayed too long.

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b. That the theoretical attrition rate should be reviewed to determine whether it is excessive after proper allowances for:

- (1) Possible increase in losses as a result of projected increase of battle activity.
- (2) Obsolescence of existing models in inventory.

"4. It may be possible for the Joint Production Survey Committee to take definite action now to cut back prospective production to the limit indicated by theoretical attrition. It is the determination of such facts by the Committee with the concurrence of the Army Air Force member of the Committee that is among the things required before the Army makes formal or informal concurrence on the matter."

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

*Carried by hand*

**SECRET**

*Aras 452.1 (1374)*

HEADQUARTERS ARMY AIR STAFF  
ROUTING SLIP

TO: \_\_\_\_\_ DATE 13 May

<small>OFFICE OF ORIGIN</small> <b>SAS</b>	BUILDING
ATTENTION:	ROOM

FOR:

<input type="checkbox"/>	COORDINATION	<input type="checkbox"/>	INVESTIGATION
<input type="checkbox"/>	INFORMATION	<input type="checkbox"/>	RECOMMENDATION
<input checked="" type="checkbox"/>	FILE	<input type="checkbox"/>	CONFERENCE
			REC. ACTION
			SIGNATURE

REMARKS:

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

FROM:

<small>NAME</small> <b>V. Henderson</b>	<small>OFFICE OF ORIGIN</small> <b>SAS</b>
<small>PHONE</small>	<small>ROOM</small>
<small>BUILDING</small>	

3-218, AF

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

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*Jan. & 20 June 1975*  
*10/17/70*

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

20 MAY 1944

MEMORANDUM FOR CHIEF OF AIR STAFF

SUBJECT: C-54A Airplane (Special)

By memorandum, dated 15 April 1944, this office advised that subject airplanes, Douglas Project No. 51, would be delivered to Washington approximately 19 May 1944. In accordance with this commitment, the airplane is today, 18 May 1944, being delivered to the Air Transport Command at Santa Monica, California. It will not, however, be delivered to Washington as scheduled as the Air Transport Command has subsequently requested that a substantial number of major changes be accomplished by the manufacturer. These include the installation of C-54B outer wing panels, synoscopes, flowmeters, automatic ejection life rafts and VHF radio. The Douglas Company has been directed to expedite this work as rapidly as possible. Upon completion it is understood that Major Henry Meyers, the pilot assigned to this project by Air Transport Command, intends to fly the airplane for 100 hours, twenty-five (25) at Santa Monica and seventy-five (75) elsewhere, before delivering it to Washington. You will be advised of future developments.

sc

*SAS*  
*452.1*  
*(1371) B*

*B. E. Meyers*

B. E. MEYERS  
Major General, U. S. A.  
Deputy Assistant Chief of Air Staff,  
Material, Maintenance & Distribution

*Noted*  
*SMB*  
*P.W.T.*  
*v. King*

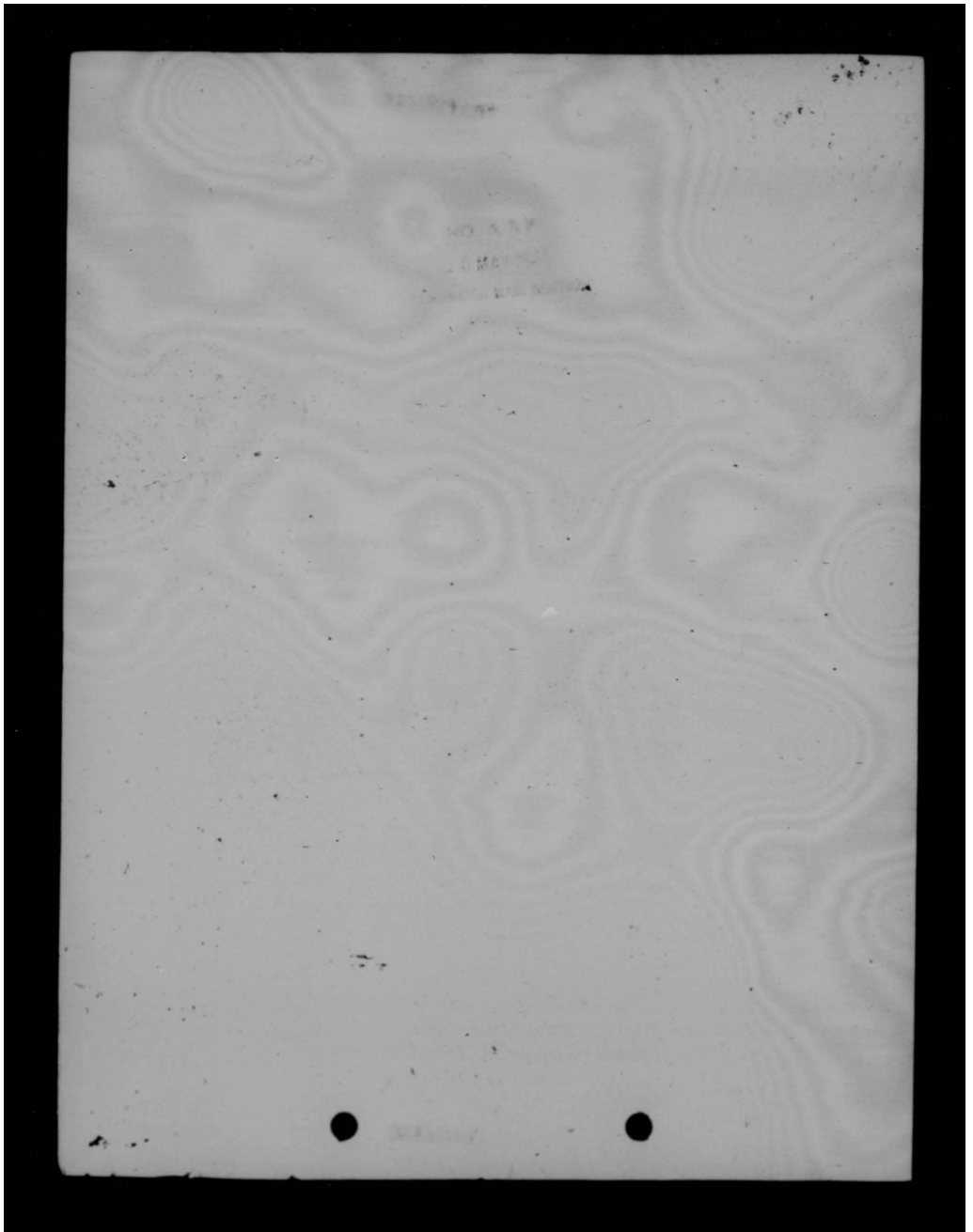


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*@ 23 May 44*

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DDO 1115

8 Jan. & 20 June 1971  
By Allen/ JG, WMA, 10/17/76  
TUE

Production and Modification of F-38s.

General Echols

4/12/44

General Giles

1

According to latest information that I have on the F-38s, we are now making so many changes that these airplanes are not coming out of modification centers at the same rate they are being produced in the factory. About 320 were turned out last month, but only 210 or 215 delivered from the modification centers. F-38s are in great demand in combat zones. I would like for you to look into this matter personally and direct the modification of F-38s be expedited. Give me a report as to the status of the production and modification of F-38s.

B. H. G.

Dispatched

13 11944

AGG

REC'D 4/12/44

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Gun Craig

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Jan 8 20 1976  
1/27/76

11 April 1944

MEMORANDUM FOR BRIGADIER GENERAL H. S. HANSELL:

SUBJECT: Status and Movement of B-29's.

File

Number in Modification	2
Number in Ground Test	2
Number in Flight Test	1
Number in Shake Down	30
Number being Loaded	19
Number departed	110
Number at Romulus, Mich.	1 (Awaiting weather)
Number at Syracuse	1 (Awaiting weather)
Number at Presque Isle	4
Number at Gander Lake	39
Number at Marrakech	26
Number at Cairo	33
Number at Karachi	1
Number Airborne from Karachi	3
Number at Destination	2

OAG 452.1  
1362B

JAMES W. WILSON,  
Lt. Col., AG.

~~SECRET~~

Orig 452.1 # 1362B



STATUS AND MOVEMENT OF AIRCRAFT

	<u>Assigned</u>	<u>Departed</u>
40th Group, Pratt	39	37
44th Group, Great Bend	39	34
462nd Group, Walker	40	26
468th Group, Smoky Hill	41	13
TOTAL.....	159	111

PLANES HAVING ALL JOBS COMPLETED..... 159

Passed Ground Test & Awaiting Shakedown.....	1
Undergoing Ground Test.....	0
Awaiting Ground Test.....	2
Undergoing Shakedown or completed & awaiting loading.	26
Loaded & Awaiting Departure.	19
Departed.....	111

NEW PRODUCTION PLANES TO ATC FOR FERRYING..... 2

FROM Air Service Depot to ATC for ferrying..... 2

FROM Modification Center to Eglin Fld. for tests.. 1

	<u>Xs</u>	<u>Ys</u>	<u>B-29s</u>
TOTAL IN MODIFICATION CENTERS.....	1		35
TOTAL IN AIR SERVICE DEPOTS.....			2
TOTAL REMAINING IN 58TH WING.....		1	48
TOTAL BEING FERRIED BY ATC (incl. 1 dmgd)			5

4/10/44

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000 103  
By *DLA* & 20 June 1974  
Date *10/2/76*

10 April 1944

MEMORANDUM FOR BRIGADIER GENERAL H. S. HANSELL:

SUBJECT: Status and Movement of B-29's.

Number in Modification	2
Number in Ground Test	3
Number in Flight Test	6
Number in Shake Down	24
Number being Loaded	5
Number Departed	110
Number at Romulus, Mich.	1 (Engine change)
Number at Syracuse	1 (ETD daybreak this evening)
Number at Manchester, N.H.	1 (ETD noon today)
Number at Presque Isle	21
Number at Gander Lake	11
Number Airborne to Marrakech	9
Number at Marrakech	21
Number at Cairo	14
Number Airborne to Karachi	4
Number at Karachi	2
Number Airborne for Destination	3
Number at Destination	2

*AW 452.1*  
*(1362)*

JAMES W. WILSON,  
Lt. Col., 40.

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*AW 452.1 (1362)*

STATUS AND MOVEMENT OF AIRCRAFT

	<u>Assigned</u>	<u>Departed</u>
40th Group, Pratt	39	31
44th Group, Great Bend	39	31
462nd Group, Walker	40	15 *
468th Group, Smoky Hill	40	2
TOTAL.....	158	79

\* 1 plane departed from Walker but only got as far as Salina

PLANES HAVING ALL JOBS COMPLETED..... 158  
 \* (including departed planes)

Passed Ground Test & Awaiting Shakedown.....	10
Undergoing Ground Test....	0
Awaiting Ground Test.....	5
Undergoing Shakedown or completed & Awaiting Loading.....	48
Loaded & Awaiting Departure	16
Departed.....	79

NEW PRODUCTION PLANE (UNDELIVERED)..... 1  
 FROM 40th Group to 462nd Group..... 1

	<u>Xs</u>	<u>Ys</u>	<u>B-29s</u>
TOTAL IN MODIFICATION CENTERS	1		86
TOTAL IN AIR SERVICE DEPOTS			4
TOTAL REMAINING IN 58TH WING			79
ATC HAS ONLY 1 PLANE (Damaged at Memphis)			1

4/8/44

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*all*

by *Ally* 100, 6 22 June 1974  
100, 6 22 June 1974  
100, 6 22 June 1974

7 April 1944

*C*

MEMORANDUM FOR BRIGADIER GENERAL H. S. HANSELL:

SUBJECT: Status and Movement of B-29's.

Number in Modification	2
Number in Ground Test	11
Number in Flight Test	19
Number in Shake Down	67
Number being loaded	73
Number departed	67 Total
	16 Departed this morning
	7 More are expected to depart this morning
Number at Presque Isle	7
Number at Gander Lake	76
	28-Departed from Gander this morning
Number at Marrakech	4
Number at Cairo	None
Number at Karschi	2
Number at Destination	1

*Fort Wayne*

*4-10  
6-10*

*452.1  
1362*

JAMES W. WILSON,  
Lt. Col., AC.

*File  
S-1  
4/11/44*

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*452.1 (1362)*

**SECRET**  
 DECLASSIFIED  
 DDO #12  
 1 Jan 6 20 Jan 1985  
 by *gh/aj* on 12/76

TO: General Giles  
 FROM: General Echols

DATE: 22 APR 1944  
 COMMENT NO. 2  
 HAS/esw/6210

1. In reply to Comment No. 1 above, and your inquiry on memorandum attached dated 10 April 1944 to your office from AC/AS, OC&R, the following information is submitted:

2. Factory deliveries in March totalled 354 airplanes. Of these, 141 went to FOE's, 211 went to Modification Centers and 2 were assigned to Materiel Command for tests.

3. Of the 211 that went to Modification Centers, 165 were for the Colonel Kelsey ETO changes (engine rework), 2 were for range extension and 44 were for conversion to F-5E reconnaissance aircraft.

4. Modification - exclusive of F-5E aircraft, there is submitted herewith an analysis of actual P-38 deliveries from Modification Centers for March. There are also shown actual deliveries from Centers through 18 April and the outlook for the balance of the month.

	Delvd to Mod Ctrs <u>March</u>	Modif. Delvs <u>March</u>	Delvd to Mod Ctrs <u>thru 18 Apr</u>	Modified Delvs <u>thru 18 Apr</u>	To Do <u>Balance - Apr</u>
<u>Dallas:</u>					
P-38J (ETO changes)	70	56	0	14	Completed
P-38J (Range Ext. )	2	6	0	2	Completed
<u>Nashville:</u>					
P-38J (ETO changes)	<u>95</u>	<u>3</u>	<u>13</u>	<u>77</u>	<u>28 *</u>
	167	65	13	93	28

*Full time  
4/25/44*

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 1361

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 1 **SECRET** 4452.1 (1361)

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**Production and Modification of P-38's.**

**General Giles**

**General Echols**

**2 (Cont.)**  
**Maj. H.A. Steady/cmu/6210**

- \* **NOTE:** With the delivery of the 28 from Nashville, there will be a total of 121 deliveries from Modification Centers this month. The tactical availability report shows 128 deliveries for the month, but 2 aircraft that were on the project for Nashville are reported down, one of which crashed and the other having mechanical difficulties. It is anticipated that these two aircraft will be replaced from production deliveries for this project.

5. Attention is invited to the following pertinent facts regarding these modifications:

a. The routing of P-38 aircraft to Modification Centers for the HFO changes was temporary as these changes since have been incorporated in production.

b. Nashville is a new facility for any P-38 modifications and did not receive any airplanes until 21 March 1944.

c. Both Dallas and Nashville were delayed due to required compliance with a newly issued Technical Order changing Glycol Solution, with complete drainage of system, etc. This delay has been overcome and all HFO changes will be cleaned up this month. In addition to the HFO changes accomplished at Dallas and Nashville, these changes were also accomplished in 95 aircraft at the PCN's in March with no delay in shipping.

6. Production - Through 19 April 1944, 211 P-38J aircraft were factory delivered and contractor should exceed schedule of 312 for the month.

1 Incl.  
Memo to O/AS fm OGAR  
dtg 10 Apr 44 w/incl

O. P. ECHOLS  
Maj. General, U. S. A.  
Asst. Chief of Air Staff  
Material, Maintenance & Distribution

**SECRET**

~~CONFIDENTIAL~~

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DDO ITR

by *ahj/oe* (AC) Date *12/2/76*

APR 10 1964

MEMORANDUM FOR CHIEF OF THE AIR STAFF:

Subject: Comparison of Estimated with Actual Aircraft Available in March.

1. Reference is made to your inquiry concerning availability of F-35's. The estimated availability furnished the 1st of March by AQ/AS, MND was 897 aircraft. Due to the necessity for additional modifications that were not contemplated at the 1st of March, the actual availability was reduced to 806 planes. These additional modifications are listed in the attached copy of RMR from AQ/AS, MND to AQ/AS, OCSA, subject, "Combat Modifications on F-35 Series Airplanes Requested by Colonel B. S. Kelsey," dated 28 March 1964.

2. Only those modifications in paragraph 2 of attached RMR are being effected in the modification centers at the present time. These and the other changes will be incorporated in the production line as soon as possible.

3. AQ/AS, MND has indicated that availability will be increased in April more than enough to make up the March deficit.

1 Attach.  
Cf RMR, as stated abv.

WILLIAM F. MOKEE  
Colonel, A.C.,  
Deputy Asst. Chief of Air Staff,  
Operations, Commitments & Requirements

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~~CONFIDENTIAL~~

*W. F. Mokee* (1361)



DECLASSIFIED  
DOO 175.By *ALM/AC Data 10/2/76*

Combat Modifications on P-38 Series Airplanes Requested by Col. B. S. Kelsey

TO: AG/AS, CGAR, (Requirements Division) THRU:  
 AG/AS, CGAR, (Requirements Div - Fighter & Air Defense Br.)  
 FROM: AG/AS, MM&D, (Material Division)

28 March 1944

1

NAS/amm/8210

1. Colonel B. S. Kelsey of the Eighth Air Force has been in this country for several weeks on temporary duty conducting a series of tests on the P-38. Recommended changes resulting from these tests are designed to materially improve P-38 airplanes both on the production line and in service. Some action already has been taken on these changes, of which there follows a brief description, together with a current status report and the planned future program.

2. Changes have been divided into three categories, the first of which is known as Priority 1A changes:

- a. Supercharge the prestone coolant system by running a line from the carburetor to the prestone header tank.
- b. Install oil cooler flap seals.
- c. Install coolant radiator flap seals.
- d. Modify the vent lines for the crankcase breather tubes.
- e. Enlarge the turbe regulator balance line from 1/4" to 1/2" and add a sump.

3. With respect to the foregoing Priority 1A items, all have been ordered placed in production airplanes and it is anticipated all will have been incorporated by 7 April 1944. Airplanes off the production line in the interim will have been modified to incorporate these changes at Dallas Modification Center, Consolidated-Vultee Aircraft Corporation at Nashville, the various Ports of Embarkation and in contractors' customers' Service Department. In cases where airplane shipment would have been delayed by incorporation of these kits in the parts, the airplanes were released with the kits stowed in their cockpits. It is planned to procure and furnish kits to change all delivered P-38J and P-38L airplanes in theaters, and the necessary machinery has been set up to procure these immediately upon approval from this Headquarters.

- a. Concurrence of CGAR is requested.

4. The next group of recommended changes are known as Priority 1 items and are as follows:

- a. Relocate control wheel switches.
- b. Revise fuel selector valve handle.
- c. Provide ventilation for the leading edge tank booster pump compartments.
- d. Improve the cockpit sealing.
- e. Install intercooler exit plug.
- f. Add placard of engine operating instructions.
- g. Add wing fillet support.

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Combat Modifications on P-51 Series Airplanes Requested by A. B. S. Kelsey

AC/AS, O&R (Requirements Division) THRU: 28 March 1944  
AC/AS, O&R (Requirements Div.-Fighter & Air Defense Br.) 1 (Cont'd)  
FROM: AC/AS, MM&D (Material Division) H&S/amm/6210

- h. Change flap control lever and method of lubrication.
- i. Tab lubrication change.
- g. Drill additional bleed hole in turbo regulator.
- k. Install provisions for electrically heated gloves and spats.
- l. Install radio shield drip trough.

5. It is planned to install these Priority 1 changes in production articles as soon as possible, to make retroactive installation in delivered P-51J and P-51-L airplanes and to modify as many unequipped production articles as possible prior to theater departure insofar as the latter can be accomplished without delay to planned shipments. (Note: It is estimated less than 20 man-hours per airplane are required to accomplish these changes in a Modification Center).

- a. Concurrence of O&R in this program is requested.

6. The final group of changes are known as Priority 2 items and consist entirely of these installations that have been previously approved for production line incorporation:

- a. Install generator on right hand engine.
- b. Install provisions for a drop tank displacing strut.
- c. Ins all gun camera in leading edge of drop tank fairing.
- d. Install gun heaters and reroute armament compartment heat to the cockpit.
- e. Install dive flaps.
- f. Install aileron boosters.

7. With the exception of dive flaps and aileron boosters which would require at least two weeks tie-up of the airplane, it is planned, in addition to the production line incorporation, to also install the modifications in delivered P-51J and P-51-L aircraft; also, as soon as possible, to modify production articles prior to theater departure insofar as this can be done without delaying planned shipments. Due to scarcity of parts and possible production line interference, it is planned that production incorporation of these changes will take precedence over theater or Modification Center kit supply.

- a. Concurrence of O&R in this Priority 2 program is requested.)

8. In the case of overseas shipment of the kits for all the foregoing changes, the Eighth Air Force will be given priority.

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~~SECRET~~

S. R. BREWELL  
Colonel, Air Corps  
Chief, Production Branch

~~CONFIDENTIAL~~

DECLASSIFIED  
DOO 103

Jan. & 20 June 1974  
by Albo/1010 Date 10/7/76

• Combat Modifications on P-38 Series Airplanes Requested by Col. B. S. Kelsey

TO: Asst C/AS, MMD, Materiel Division

30 March 1944

FROM: Asst C/AS, OGR, Requirements Division

2  
Capt Davis/mf/72673

1. Concur with all recommendations of MMD (Materiel Division) as stated in Comment #1, paragraph 3 a (Priority 1 A changes), paragraph 5a (Priority 1 changes), and paragraph 7a (Priority 2 changes).
2. Changes to be incorporated on the production line must in no way interfere with planned production schedules.
3. The generator to be installed on the right hand engine, paragraph 5a (Priority 2 change) should be of 100 amperes, thus giving the P-38 a total of 200 amps.
4. Attention is again called to the fact that in event shipping dates arrive, the airplanes will meet their sailing dates, accompanied by kits for field installation.

Fighter & Air Defense Branch \_\_\_\_\_  
Fighter Section \_\_\_\_\_

MERVIN E. GROSS  
Brigadier General, USA

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DDI 10/20/76  
1 Jan & 27 Nov 1975  
w. *alv* 10 Dec 12/76

3 APR 1944

MEMORANDUM FOR CHIEF OF AIR STAFF:

Subject: Airplans for Transportation of  
General McNarney to U.K.

1. In compliance with your directive of 2 April 1944, C-54 aircraft #950 has been set up to depart from Hangar No. 6, Washington National Airport, at 10:30 a.m. Wednesday, 5 April, for Prestwick, Scotland via Stevensville.
2. Headquarters, European Wing, have been instructed to have a C-53 type aircraft available at Prestwick upon arrival of the C-54 to transport personnel of this special mission group to their final destination.
3. Arrangements have also been completed to have a C-54 type aircraft available in Prestwick on 28 April for the return of this party to the United States.

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

*HLG*

*Copy to Chief of Staff  
4-10-44*

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1 Mar  
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4-10-44*

*ORD 452.1  
1360*

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*ORD 452.1 1360*

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1900 075  
2 Jan 4 20 Jan 1974  
by *[Signature]* J.C. Date: *10/17/76*

HEADQUARTERS  
56TH BOMBARDMENT WING (H)  
SMOKE HILL ARMY AIR BASE  
SALINA, KANSAS

*Lat  
me*

27 September 43

SUBJECT: Firing Tests to be Conducted at Eglin Field on B-29 Type Aircraft.

TO: Commanding General, Army Air Forces Proving Ground Command, Eglin Field, Florida.

1. With reference to the firing tests to be conducted at your station on B-29 type airplanes, and conference with Lt. Colonel Tibbets of this Headquarters, it is desired that the following plan be placed into effect:

- a. Lt. Col. Tibbets will be furnished with one (1) complete operational crew to fly and conduct firing tests on three (3) separate B-29 airplanes.
- b. Immediately upon completion of the preliminary functional tests required by Wright Field, the airplanes and crew will then be placed at your disposal for the purpose of conducting such operational suitability tests as directed by your Headquarters. In this connection, it is requested that a crew of gunners furnished by Eglin Field fire parallel missions in order that comparative results may be obtained.

*452.1 (1358)*

E. B. WOLFE,  
Brigadier General, U. S. A.,  
Commanding.

cc: General Giles ✓  
Colonel Frank Wolfe  
Colonel O. R. Cook  
Colonel Couch  
Colonel Tibbets

*X  
452.1 (1358)*

~~CONFIDENTIAL~~

*452.1 (1358)*

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ODD 175

By Allyson C. Davis 10/7/76

P-51D Allocations

AC/AS, M&D

Deputy Chief of Air Staff

6 Apr 44

ESP/eva/6371 <sup>3</sup>

The procedure outlined in Comment #2 is satisfactory with General Giles.

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

*Air Obj. 452.1 (1355) Air Obj*

Dispatched  
7 APR 1944  
AGG

CONFIDENTIAL

*Air Obj 452.1 (1355)*

THIS PAGE IS DECLASSIFIED IAW EO 13526

The matter contained herein represent Candee's ideas and seem sound in principle. This was what I wanted to discuss but if you can read these over enroute, perhaps you can give me your reactions on your return. I will be in Sunday, or on my return from leave and will leave my New York address.

*[Handwritten signature]*

Lewis.

*[Handwritten initials]*  
me

THIS PAGE IS DECLASSIFIED IAW EO 13526



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1000 783  
10/2/76  
10/2/76

HEADQUARTERS  
VIII AIR SUPPORT COMMAND  
Office of the Commanding General  
APO 638, US ARMY

8CSC-3-1

320.2

8 September 1943

SUBJECT: P-51 Aircraft for Reconnaissance Units.

TO : Commanding General, Eighth Air Force, APO 633, US Army.

1. Eighth Air Force 1st Indorsement dated 6 September 1943, to secret letter this Headquarters dated 1 September 1943, subject "Flow Chart Information" to Commanding General, Eighth Air Force, 320.2, provides for twelve P-51 reconnaissance squadrons (four groups) for the tactical Air Force.

2. Information received in this Command indicates that the P-51A aircraft (18 of which are at Abbotsinch now) equipped with Allison V-1710-81 (P-20) (9.6 blower), has a performance of approximately 365 mph at sea level, and approximately 416 mph at 11,600 feet.

3. When these P-51A's are modified in the United Kingdom with 8.6 blowers and change in carburetor jets, they will be most desirable reconnaissance aircraft with calculated speeds of 390 mph at sea level and 409 mph at 6000 ft. It is, however, understood that the P-51A airplanes is not now being produced and flow charts indicate only 51 of this type will be received in the United Kingdom.

4. Other models of P-51's are considered desirable, but it is recommended that the Army Air Forces be requested to produce the newest type P-51 airframes with the latest Allison low altitude engine, which it is understood develops approximately 1900 HP at sea level to 6000-8000 feet. This will result in tentative speeds of approximately 400 mph at sea level and approximately 420 mph at 6000 feet.

5. This request merely results in additional standard P-51 airframes of the latest model being built, using the latest type Allison engine with new standard water injection to develop the maximum horse power at the minimum altitude (1900 HP at sea level).

6. It is recommended that at least 750 pure reconnaissance P-51 type airplanes be ordered. This is calculated on four groups of reconnaissance aircraft with a 50% reserve plus necessary attrition. Because of the tremendous calculated forward speed of this airplane with this particular water-cooled Allison engine, it can also be used as a fighter-bomber in event of emergency.

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452.1 (1355)

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Ltr VIII ASC, 7 Sep, 380.2 subj "P-51 Aircraft for Reconnaissance Units".

or excess aircraft. This particular model will carry two 1000 lb bombs, rocket equipment, and all standard P-51 airframes are piped for external fuel tanks and smoke devices.

7. These airframes can be built in conjunction with the standard fighter - fighter-bomber program, and merely require installation of standard Allison engines rather than Merlin engines.

8. If this proposal is favorably considered, it is recommended that the request include a strong representation for the new North American standard universal wing panel, which has been designed to take either four 20 mm cannon, four .50 caliber machine guns, or any other combination, i.e., one, two or three cannon and one, two or three .50 caliber machine guns. This new standard universal wing panel includes all desired modifications such as elimination of blisters, Morris type electrical heaters, double eccentrics for gun alignment, 180 rounds per cannon, etc.

9. It is understood that the 1200 P-51B aircraft now being manufactured carry only four .50 caliber machine guns, and the P-51C and P-51D carry six .50 caliber machine guns. The tentative proposal for the P-51F carries only four .50 caliber machine guns.

10. This Command is primarily interested in thirteen groups of P-51 type aircraft (four groups of reconnaissance and nine groups of fighters), and the .50 caliber machine gun is considered inadequate for use against Focke-Wulfs, by reason of heavy Focke-Wulf rear armor. It is well understood that the .50 caliber machine gun is giving satisfactory service in other theaters and that the .50 caliber machine gun in the P-47 will destroy the Focke-Wulf, but the P-47 has eight forward firing guns. The new North American standard universal wing panel, which gives a combination of any four forward firing guns or cannons, is considered most desirable for all P-51 aircraft scheduled for this theater, both for pure reconnaissance and fighter-bomber aircraft. It is further understood that one or more guns can be eliminated to give reduction in weight without upsetting the center of gravity.

11. The fitting of the new North American standard universal wing panel to these airframes for thirteen groups is concurred in informally by the Commanding General, VIII Fighter Command (Colonel Griswold, 7 September 1943).

12. This letter is forwarded now so that the Tactical Air Force may be clearly on record as to what types of reconnaissance aircraft are desired, to avoid a repetition of incidents, for example, in Africa, when A-56 aircraft were equipped with winterized equipment and improper blowers, which resulted in reduced performance at desired altitudes as much as 40 mph.

For the Commanding General:

L W SWETSSEN, JR  
Colonel, GSC  
Deputy Chief of Staff, Ops

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DOO Hrs.

9 Aug 8 20 1974  
AL AIR FORCE (G) Date 10/17/74

DECLASSIFIED  
HEADQUARTERS  
VIII AIR SUPPORT COMMAND  
Office of the Commanding General  
APO 638, U S ARMY

DOSO-S-1

20 August 1945.

SUBJECT: Tactical Units for Eighth Air Force.

TO : Commanding General, Eighth Air Force, APO 638, U S Army.

1. Reference is made to Combined Chiefs of Staff Quebec secret cablegram WAR 64NS1 dated August 181906Z. The following comments are submitted:

a. Nine groups of medium bombers are satisfactory. It is understood B-26 aircraft will eventually be replaced by A-26's, in accordance with Message form 452.1, Hq Eighth Air Force, 17 August 1945.

b. Two groups of multi-engine light bombers are considered inadequate. It is recommended that the light bomber units be increased to one wing of four tactical groups, equipped with the latest type A-20 or A-26 aircraft. These light bomber groups will also be used for night intruding and night bombing.

c. (1) Thirty-five fighter-bomber groups are satisfactory to this Headquarters; provided fighter-bombers are of the P-51 type, equipped to carry 1000 lb or 1500 lb bombs under each wing, jettisonable fuel tanks, and adapters for chemical munitions, rocket devices, and 40 mm cannon for tank busting. Fighter-bombers of the P-39 and P-48 type are not desired because of limited internal fuel capacity, and resultant inability to cross to Continent, take part in combat, and return to United Kingdom; lack of any bomb load whatsoever when carrying external fuel tanks; undesirable 37 mm installation and inability to pick up more than one 500 lb bomb. An appropriate proportion of the P-51 type aircraft should have engines modified and 20 mm cannons installed so they can serve a dual purpose; i.e., (1) as fighter-bombers, and (2) as close escort and escort cover to the tactical bombers at medium altitudes. VIII Fighter Command, with P-47's and P-51's, can provide top cover. Present proportion in escort for mediums and light bombers is 24 fighters for close escort, 24 fighters for escort cover, and 24 fighters for top cover, plus two squadrons for target support when necessary, for each 18-ship bomber box. When bomber boxes are increased from 18 to 36 or 54 aircraft, only the close escort is increased, and then only to three squadrons for

- 1 -

Ltr Hq VIII AFG, 20 August 1945, subj: Tactical Units for Eighth Air Force. thirty-six and four squadrons for fifty-four aircraft.

(2) It is recommended that the critical altitude of all fighter-bombers for the tactical air force be in proportion as follows:

Mission	Type	Critical Altitude	Proportionate Allocation
1. Pure Fighter-Bomber...	P-51	8000 to 12000 ft.	16 Groups
2. Close Escort Fighter-Bomber ...	P-51	10000 to 14000 ft.	13 Groups
3. Escort Cover Fighter-Bomber ...	P-51	15000 to 20000 ft.	7 Groups
4. Top Cover ...	... (Provided by VIII Fighter Command with P-51's and P-47's.)		

d. The assignment of four rather than five reconnaissance groups is adequate; provided each group is composed of three single engine fighter reconnaissance squadrons and one photo reconnaissance squadron. Fighter reconnaissance squadrons should have 24 P-51 type aircraft per squadron and photo reconnaissance, 16 P-5 aircraft per squadron. P-51's should be of a type with blowers modified to give maximum performance between zero and 8000 feet, and with K-24 camera in the air scoop for verticals and behind pilot's cockpit for obliques. The liaison squadron should be completely eliminated from reconnaissance groups and four liaison aircraft with liaison pilots should be assigned to each tactical squadron and group headquarters squadron, including the photo squadron.

e. The nine and a half groups of troop carrier aircraft may not be considered adequate. It is my understanding that it requires 1009 troop carrier aircraft plus 832 Waco CG-4A gliders to lift one airborne division of one parachute and two glider regiments. It is also my informal understanding that COMSAC and Commanding General ETOUSA desire additional troop carrier groups. It is estimated that approximately twenty groups are required to lift one division at one time. Only modified C-47's (not C-53's) with reinforced floors and large doors should be considered for these groups.

f. (1) The allotment of tactical groups makes no provision for special aircraft required for night fighting, weather flights, air-sea rescue, or night photography. It is requested that provisions for obtaining these special aircraft be taken care of at this time. Night protection of convoys, of invasion staging areas in the south of England, of night crossings and of ports and supported ground armies, is of paramount importance. Only multi-engine night fighters of A-20 or A-26 type with complete flame suppressors and front- and rear-seeing AI equipment, to

- 2 -  
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LAR Hq VIII ABC, 20 August 1943, subj: Tactical Units for Eighth Air Force.

cover the night airborne and night bombing effort, should be included.

(2) Priority for special aircraft is suggested as follows:

- (a) Night fighters.
- (b) Weather Aircraft.
- (c) Air Sea Recon.
- (d) Night Photography.

5. It is recommended that types of aircraft be limited to as few as is possible. If reconnaissance and fighter-bombers can be North American P-51 type; light bombers, medium bombers, and night fighter of Douglas A-20 or A-26 type, and troop carriers all Douglas C-47 type, the resultant supply, maintenance, maintenance personnel replacement, combat crew replacement, and tactical employment problems will be greatly reduced.

R G GARDNER  
Brigadier General, U. S. A.  
Commanding.

CONFIDENTIAL

DECLASSIFIED  
E.O. 11652

By AL/D/DEC Date 10/7/76

4 APR. 1944

**MEMORANDUM FOR CHIEF OF AIR STAFF**

**SUBJECT: Status of P-51 Airplane.**

1. Pursuant to the request from ~~Major~~ Brig. General E. S. Ferris, the following status report pertaining to the P-51 airplane is submitted:

a. The engine replacement for the P-51A airplane undergoing tests with the turret removed has been accomplished and slow time for the run-in of this engine has been completed. However, trouble is now being experienced with the torque meter, and the engineering shops are currently working on the engine to rectify this difficulty. At the time of the engine change, flight tests were approximately 40% complete, and it is expected that this airplane will be ready to resume flight tests in the very near future.

b. Consideration has been given to the aerodynamic clean-up of the aircraft to increase top speed, and wind tunnel tests indicate that only small increases in performance are possible without major modification in the design of the airplane. The wind tunnel model was modified such that the top turret was removed, thus allowing the height of the aircraft to be lowered 7 1/2 inches, and although this modification would only add 5 miles per hr. to the high speed of the airplane, the reduction in weight would improve general handling, rates of climb and ceilings, and the removal of the turret and its affiliated structure would increase the structural integrity of the airplane.

c. Information from the Bureau of Aeronautics states that they are planning to convert production of the 3-Stage, 2-Speed R-2800 engines to 2-Stage, 2-Speed R-2800C engines early in 1945. With this in mind, together with the desire to obtain better performance at altitude for this airplane, this office has directed that turbo supercharged single-stage, single-speed R-2800C engines be incorporated in P-51 production. Present estimates indicate that the first experimental turbo supercharged installation will be ready for flight 1 July 1944 and the first production article will be completed 15 April 1945.

O. P. SCHOLS  
Major General, U.S.A.  
Asst. Chief of Air Staff  
Material, Maintenance and Distribution.

492. 1 (13574)

DECLASSIFIED

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DOD Hqs.

8 Jan. & 29 June 1974  
By: ALU/DFG: Date 10/7/76

*Disposition of Surplus Army Type Airplanes*

*452 (1352)*

APR 3 1944

TO: ACAS OC&R THRU: Deputy Chief of the Air Staff  
FROM: ACAS Plans

DATE: 31-Mar-44  
Comment No. 2  
OCJ:mcc 71127

1. There are no established Lend Lease requirements for aircraft listed in paragraph 1, Comment 1, and it is not considered advisable to offer them on Lend Lease just because they are surplus to the Army Air Forces.
2. It is recommended that the Army Air Forces declare the airplanes surplus and that they be sold in accordance with surplus property regulations.

*Noted P*  
*Copy to Class. Sec. 4/2/44*

H. S. HANSELL, JR.,  
Brigadier General, U. S. A.,  
Act'g Asst. Chief of Air Staff, Plans.

*Handwritten initials/signature*

DECLASSIFIED

*452 (1352)*