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MAm / MSS

REQUEST FOR OFFICIAL PHOTODUPLICATION

(Submit in Quadruplicate) 503860

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

CHECK TYPE OF SERVICE TO BE ORDERED

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- ☐ PHOTOSTAT
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- ☐ SPECIAL (Supplies, Methylene Blue Testing ...)
- ☐ PHOTOGRAPH
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- ☐ MICROFILM
  - ☐ Negative
  - ☐ Positive
  - ☐ Spools and boxes
- ☐ PHOTOPRINTS FROM MICROFILM SIZE _____

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

DESCRIPTION OF MATERIAL	Size, Finish Quantity, etc.	(1) 35mm Negative Microfilm	Positive
MSS. Div. MS 21,124			
General Henry "Hap" Arnold Coll.	Exp. at $	60,000	~~18,000~~
FILMING DATA C.O. Angela Burgess POS. 2B RED. 14:1 EXP. Arlington Hall OTHER DATE 1-9-95	2 positive copies at $8,000		16,000
See Rick for finding aid			
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Special Instructions:

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

Distribution: Master to LC
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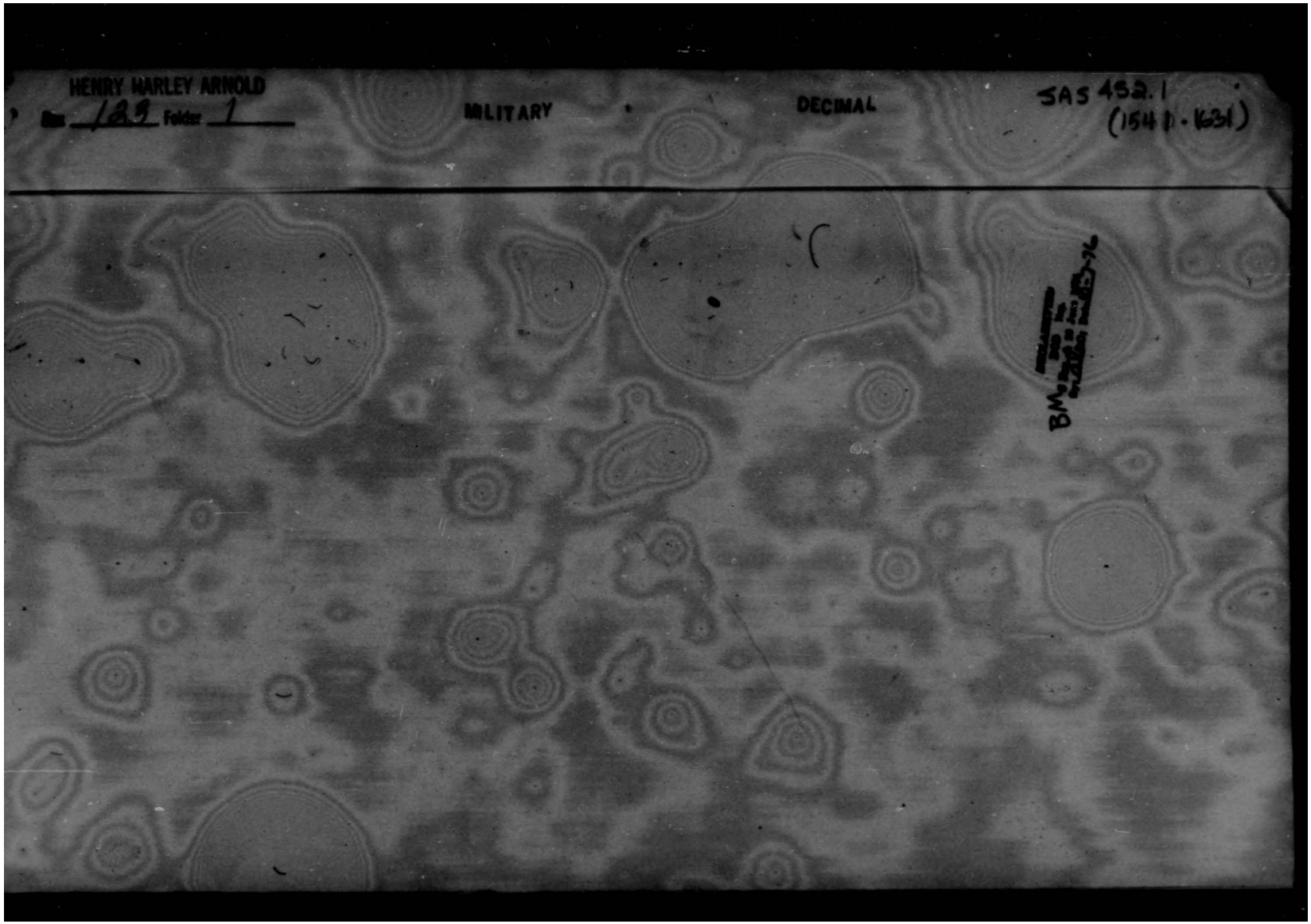

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Date

Initials

Modification of B-17G Aircraft on "[redacted]" Project

Asst C/AS, M&S, Material Division

Asst C/AS, OCR, Requirements Division

2 MAR 1945

1

1. It is requested that the 6 B-17G [redacted] be modified [redacted] Modification of B-17G Aircraft on "Invasion" Project

Asst C/AS, M&S, Material Division

Asst C/AS, OCR, Requirements Division

14 Cal Ocoma/mlj/5402

1. It is requested that the 6 B-17G aircraft for "Invasion" project (project number not yet assigned), be modified identical to B-17G No. 43-39825 now at Wright Field.

2. A 2A priority is assigned these [redacted] modifications.

Prior 2A

Prior 2A

Prior 2A

Comd Pilot

A/C Pilot

Navigator

Bombardier

Radio Operator

Engineer

A/C Pilot

Navigator

Bombardier

Radio Operator

Engineer

G. J. OCCHIAINI
Brigadier General, U.S. Army
Colonel, Air Corps
Acting Chief

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Gen Timberlake

Gen Timberlake

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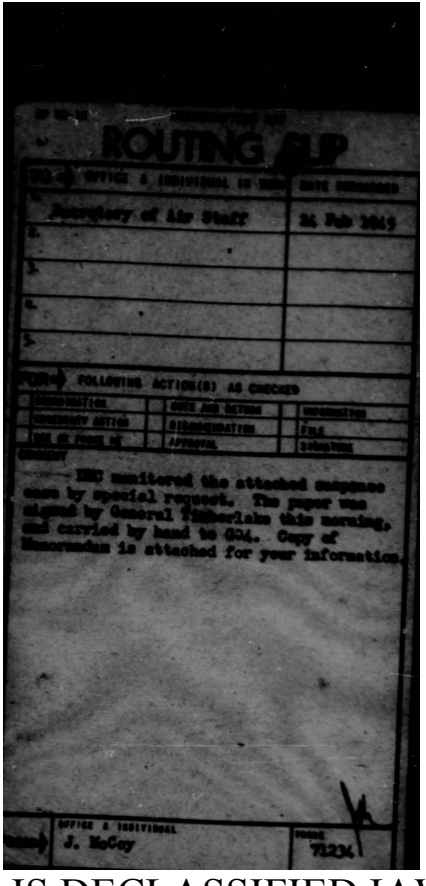

ROUTING SLIP

TO: (Number) OFFICE & INDIVIDUAL IN ORDER	DATE FORWARDED
1. Secretary of Air Staff	24 Feb 1949
2.	
3.	
4.	
5.	

ACTION: FOLLOWING ACTION(S) AS CHECKED

CONCURRENCE	NOTE AND RETURN	INFORMATION
NECESSARY ACTION	RECOMMENDATION	FILE
SEE ME FROM ME	APPROVAL	SIGNATURE

COMMENT

MIC monitored the attached cosmpass case by special request. The paper was signed by General Timberlake this morning, and carried by hand to G34. Copy of Memorandum is attached for your information.

FROM: OFFICE & INDIVIDUAL	PHONE
J. McCoy	71234

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By ... NARA, Date 10/1/96

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24 FEB 1945

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, G-4:
(Attention: Colonel E. P. Moehling)

SUBJECT: Information Concerning Logistical Aircraft

1. In reply to WDGS Disposition Form No. 9206, and subsequent modifications of requests contained thereon, the following data is being submitted as responsive to the questions raised in the basic communication and the modifications thereto.

a. Annex "A" - Inventory of aircraft, by type, of heavy and medium transport aircraft as of 23 February 1945, and the aircraft estimated to be on hand, based on known requirements, for 1 July 1945, 1 January 1946, and 1 January 1947.

b. Annex "B" - Routes presently operated and proposed routes to be operated, based on known requirements, with C-54, C-87, C-46 and C-47 type aircraft.

c. Annex "C" - Projected tonnage capabilities from the United States to overseas theaters for February 1945, July 1945, January 1946 and January 1947, based on known requirements.

d. Annex "D" - Information relative to transport type aircraft and Troop Carrier Units now operating.

2. It is expected that aircraft and tonnage requirements to the various theaters may change materially but due to the fact that there are no approved schedules of redeployment or deployment other than JCS 521/6, which only provides data through 1 July 1945, estimates of aircraft and tonnage requirements beyond that date must be treated as subject to material change.

FOR THE COMMANDING GENERAL:

SIGNED

PATRICK W. TIMBERLAKE
Brigadier General, U. S. Army
Acting Chief, of Air Staff

4 Incls:
As listed above

Copy for OPD, AAF
SAS 452.1 (24 Feb 45)

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By ... NARA, Date 10/1/96

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ANNEX "A"

HEAVY AND MEDIUM TRANSPORT TYPE AIRCRAFT

(Based on Known Requirements)

TYPE	IN POSSESSION AND ORDERED AS OF 23 FEB 1945	ESTIMATED ON HAND 1 JUL 1945	ESTIMATED ON HAND 1 JAN 1946	ESTIMATED ON HAND 1 JAN 1947
C-87	-	-	(a)	(a)
C-88	8	(b)	(b)	(b)
C-74	-	-	(c)	(c)
C-54	885	880	625(d)	720(d)
C-87 (Incl. C-109 & LB-30)	1151	1150	95	-
C-46	765	625	627	627
LB-6	650	806	770	770

* Inasmuch as there are no approved schedules of redeployment or deployment other than JCS 521/6, which only provides data through 1 July 1945, aircraft requirements for other than presently known theater requirements beyond July 1945 cannot be estimated with any degree of accuracy.

(a) Production of C-87s cannot be accurately estimated. Present production contract calls for 25 of which approximately 5 will be assigned to TCC, ATC and contractor for test. ATC has reported 20 of these aircraft. Future rate of production is unknown. The capacity of each of this type aircraft is estimated to be such as to replace approximately 2 C-54s.

(b) Production of C-88s cannot be accurately estimated. [illegible] Availability Charts of 23 February 1945 indicate that ATC will receive 7 C-88s in the next five months and 20 in the last six months of 1945. Availabilities beyond 1945 are not available.

(c) No data available.

(d) Total C-54s necessary to meet known requirements. This total may be reduced as C-87s, C-88s and C-74s become available to the ATC.

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ANNEX "F"

PRESENT AND PROPOSED ROUTES OPERATED BY FOREIGN DIVISIONS WITH C-54, C-47, C-48 AND C-87 AIRCRAFT

TYPE AIRCRAFT	DIVISION	PRESENT OR PROPOSED 1946	ROUTE
C-54/C-47	North Atlantic	Present	Intra Division Route
C-54/C-47	Caribbean	Present	Intra Division Route
C-47	North Atlantic	Present	Intra Division Route
C-54	Central African	Present	Accra-Asmara/Khartoum via Central African and India-China Route
			Accra-Lagos
			Khartoum-Cairo
			Intra Division Route
C-47	Central African	Present	Accra-Khartoum via Leopoldville, Fort Lamy and Kano
			Intra Division Route
C-54/C-47	North African	Present	Casablanca-Marseilles via North Atlantic Route
C-54	North African	Present	Casablanca-Dakar
			Cairo-Russian Route via Tehran
C-47	North African	Present	Cairo-Turkey
			North Africa-Italy/France
C-54	North African	Proposed 1946	Casablanca-Marseilles via North African Route
C-54/C-47	India-China	Present	Karachi-Accra/Calcutta
			Interior India

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ANNEX "F"

PRESENT AND PROPOSED ROUTES OPERATED BY FOREIGN DIVISIONS WITH C-54, C-47, C-48 AND C-87 AIRCRAFT

TYPE AIRCRAFT	DIVISION	PRESENT OR PROPOSED 1946	ROUTE
C-54	India-China	Present	India-China
C-47	India-China	Present	India-China
C-109	India-China	Present	India-China
C-54	India-China	Present	India-China
C-47	India-China	Present	India-China
C-54/C-47	India-China	Present	Interior China
C-54	India-China	Present	India-New Guinea via Australia
C-47	European	Present	Interior UK
C-47	European	Present	UK-European Continent
C-47	European	Present	Interior European Continent
C-47	European	Present	UK-Naples (To be replaced by C-54s when available)
C-47	European	Present	UK-Stockholm (To be replaced by C-54s when available)
C-54	European	Proposed 1946	UK-Stockholm
C-54	European	Proposed 1946	London/Paris-Cairo via Rome & Athens
C-54	Pacific	Present	New Guinea-Philippines
C-47	Pacific	Present	Australia-New Guinea/Philippines

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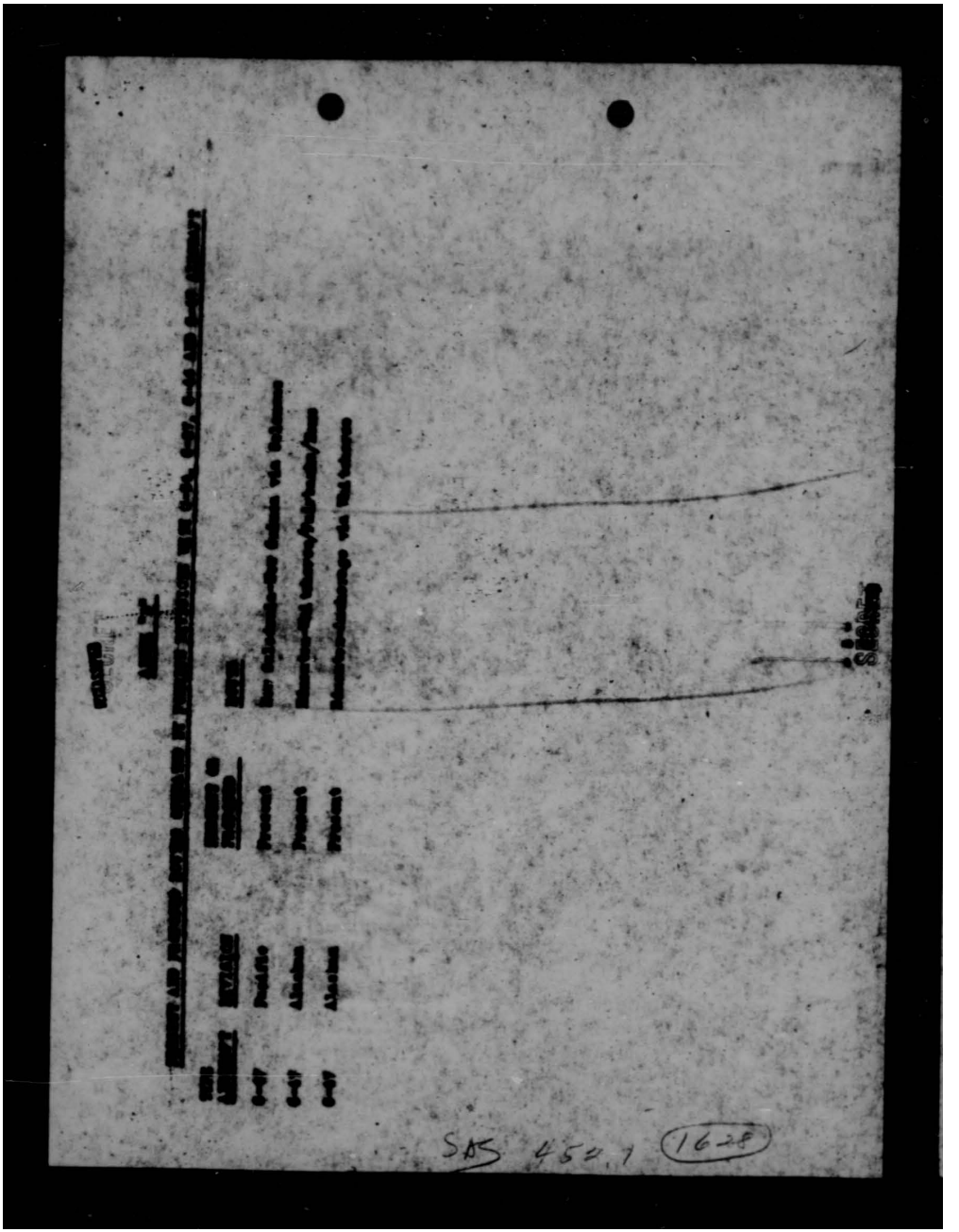

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10-7-76

ANNEX "A"

PROJECTED TONNAGE CAPACITY FROM U. S. TO OVERSEAS THEATERS
AS OF

(Based on Known Requirements)

	FEB. 1946	JULY 1946	DEC. 1946	JAN. 1947
1. Europe	600	1075	1075	
2. North Africa	500	500	500	
3. Iran-Egypt-India	1600	2000	2000	
4. Middle East	50	75	75	
5. Pacific				
U. S. to Hawaii	1501	1975	1975	
Hawaii to Central Pacific	1000	1725	1725	
Hawaii to Southwest Pacific	775	1005	1005	
Hawaii to South Pacific	50	100	100	
6. Alaskan Dept.	195	235	235	
7. Antilles Dept.	70	75	75	
8. Panama	100	100	100	
9. South Atlantic	70	70	70	
10. Central Africa	55	65	65	

NOTE: Top Secret projects presently under consideration may materially change some of the above tonnage capacities.

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Authority NND 663
By [illegible] NARS, Date 10 Dec 1974

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ANNEX "D"

1. The following information is submitted relative to transport type aircraft and Troop Carrier units now operating.

a. 25 Troop Carrier Groups

(1) 23 C-47 groups (64 planes per group).
(2) 2 C-47 groups now being converted to C-46's.

b. 4 Combat Cargo Groups

(1) 2 C-47 groups (100 planes per group).
(2) 2 C-46 groups (100 planes per group).

c. 4 Troop Carrier Squadrons (operated separately).

(1) 4 C-47 squadrons (16 planes per squadron).

d. 3 Troop Carrier Air Commando Squadrons

(1) 3 C-47 squadrons (16 planes per squadron).

e. Troop Carrier groups now have varying reserves, depending upon the theaters in which they are operating. These reserves serve to increase the total airplanes available as indicated above. At the present time, 14 Troop Carrier groups have a 72% reserve in aircraft and 11 have a 25% reserve in aircraft. Counting these reserves, together with unit equipment as indicated above, there are approximately 3,061 transport type airplanes operationally available in all theaters.

2. Within the next two years, it is planned to convert five bomb groups to long range transport groups, equipped with C-46's. Other than that, no change in the number of Troop Carrier units available is contemplated. There is planned, however, a gradual conversion of Troop Carrier units to larger aircraft. At the present time, C-47 units are being converted gradually to C-46 units and a gradual conversion of all Troop Carrier units to C-82's is planned to begin in the early part of 1946.

3. A general description of the aircraft mentioned above follows:

a. C-47 - A twin-engine, low wing, land monoplane, capable of carrying a gross payload of 5,000 lbs, a distance of 750 miles.

b. C-46 - A twin-engine, low wing, land monoplane, capable of carrying a gross payload of 10,000 lbs, a distance of 700 miles.

c. C-82 - A twin-engine, high wing, land monoplane, with twin-tail boom, proposed to be capable of carrying a gross payload of 16,000 lbs, a distance of 1,000 miles.

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E.O. 12958
By NARA, Date 6-Jan. & 20 June 1974
By [illegible] NLR AG; Date 10-7-14

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Needs of Pan American Airways Incl for 4 Engine land planes C-54 type

Assistant Chief of Air Staff, Operations, Commitments & Requirements and Asst. Chief of Air Staff, Materiel & Services (Air Transp.Br., Traffic Div.)

DATE: 1 Mar 45
COMMENT NO. 1
WDGS:JB 5789

For remark and recommendation. Please expedite.

J. G. LAVER,
Lt. Col., A. C.,
Asst. Secy., Air Staff.

TO: IN TURN: (1) AC/AS, Plans
(2) AC/AS, MRS, Air Transportation Branch, Traffic Div.
(3) Asst. Chief of Air Staff

DATE:
COMMENT NO. 2

FROM: AC/AS, Operations, Commitments & Requirements. Lt. Col O'Shea/cm/5789

1. This office imposes no objection to the release, as surplus to the requirements of the Army Air Forces, of the twenty (20) standard C-54 aircraft to be made available at the rate of five (5) a month beginning in April 1945, as recommended by Commanding General, Air Transport Command.

2. It is understood informally that these twenty (20) airplanes are the original C-54 passenger version with small doors and are not suitable for heavy cargo transportation.

COPY FOR ASST. CHIEF OF AIR STAFF

4 Incles
Incl #1 - Ltr fr ATC dated 28 Feb 1945.
Incl #2 - Ltr fr Gen Arnold dtd 23 Nov 1944.
Incl #3 - Ltr fr Pres. Roosevelt dtd 20 Nov 1944.
Incl #4 - Ltr dated 19 Feb 1945.

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6 Jan. & 20 June 1974
By [illegible] NC, Date 1-7-76

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ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND
WASHINGTON 25, D. C.

~~SECRET~~

By Authority of
The Commanding General
Air Transport Command

2/28 JMD DCS
Date Initials Division

28 February 1945

SUBJECT: Needs of Pan American Airways, Inc. for 4-engine land planes, C-54 type

TO: Commanding General, Army Air Forces

1. Attention is called to letter addressed to the President by General Arnold, 23 November 1944, in reply to an inquiry as to whether it would be possible to charter several C-54 type aircraft to Pan American and American-Export for Transatlantic commercial services, especially to Portugal and Spain. In that letter General Arnold stated it to be his belief "that commencing in March or April of 1945 a limited number of C-54 type aircraft can be made available each month for allocation by the Civil Aeronautics Board to the international air carriers or to the domestic airlines for commercial services, in accordance with needs determined by the Civil Aeronautics Board." He closed the letter by saying, "It must be realized that unforeseen military requirements may arise which may preclude or delay the accomplishment of my proposal, but I am reasonably satisfied that we will be able to fulfill it."

2. At the present time the Air Transport Command is operating approximately 400 C-54 type aircraft. Except for a small number used for training, these 4-engine aircraft are operated on Transpacific and Transatlantic services and from India into China. The present approved program of the Command will require the addition of approximately 180 C-54 type. Beyond this number, as a result of advice from Air Staff Plans concerning projected operations in the Pacific and North Pacific, the Command has stated a requirement for approximately 250 more C-54 type aircraft. It is presently engaged in studying projected tonnage air lift requirements in the Pacific and Pacific routes and facilities, as there is doubt that employment of 300 C-54 type aircraft by the ATC in that area (excluding the North Pacific) together with the large operations programmed by NATS is either feasible or desirable. (The present ATC Pacific program calls for the operations by ATC of 145 C-54 type aircraft.) It should be mentioned that the ATC cannot undertake the operation of more than some 300 C-54 type aircraft in addition to its present fleet, continuing other operations, without an increase in troop basis. The Commanding General, Air Transport Command is requesting that the Commanding General, Army Air Forces call a conference with the ACAS/MAS, ACAS/Plans and Operations Division, WDGS to consider

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problems involved in the expansion of air transport activities in the Pacific and attempt a determination of a ceiling on such operations for planning purposes.

3. In the situation described above, it can be stated that there will be no C-54 type aircraft excess to military requirements for many months to come. It must be recognized, however, that considering operations of such a size, it is difficult to say that the release of a limited number of C-54 type aircraft for operation by civil carriers under military priorities on routes where there is heavy war priority traffic would be in any way damaging to the prosecution of the war. The substitution of C-54 type aircraft for seaplanes now operated on the North Atlantic in certificated service by Pan American and American-Export would produce a much more efficient use of the facilities and personnel of these companies. It may be noted, however, that contrary to statements in Mr. Trippe's memorandum, payloads in the civil operation would certainly be substantially less than in military operation due to gross weight limitations of the CAA, although such limitations are not today determined. It is not believed that there are strong affirmative reasons in the interest of the war effort to make available C-54 type aircraft to Pan American and American-Export for civil operations. On the other hand, while there are many direct military uses for C-54 productions for many months to come, the increased efficiency of civil operations by these carriers in the North Atlantic will help meet military requirements in that area. It should also be mentioned that letter of the Assistant Secretary of State indicates a possible misunderstanding of the present situation in the implication that the availability of C-54 type aircraft to Pan American and American-Export will assist materially in meeting the "requirements for air transport of Government officials and business men traveling on legitimate missions in the national interest." The present situation will not be materially affected by giving Pan American and American-Export better equipment, as their operations will be subject to military priorities, and space for "national interest" traffic will become available only when military requirements for air transportation decrease.

4. An important fact concerning the availability of C-54 aircraft is that of the C-54 type aircraft (C-54s, C-54As, C-54Bs modified for passengers, C-54Ds and C-54-Es) operated by the ATC, 20 are the original C-54 passenger version. Within the last few days this Command has been advised by the Air Technical Service Command that production of spare parts for the 20 C-54s referred to has been discontinued and ATSC proposes to declare this original type obsolete. At the conference at Wright Field, representatives of ATSC suggested that the 20 original C-54s be declared excess to military requirements. At the time this Command objected to the proposal, but expects to receive recommendations in writing from ATSC. Although the 20 original C-54 aircraft have had

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two years of constant use, the type is believed to be particularly suitable for airline operation, assuming that the civil carriers acquiring these aircraft could make arrangements to secure parts from the manufacturer.

5. This Command will make no objection to the release of the 20 original C-54s, to permit substitution of this type for seaplanes now flown on the North Atlantic in certificated service by Pan American and American-Export and for allocation to these or other carriers by the Civil Aeronautics Board in accordance with the terms of General Arnold's letter referred to in par. 1 above. If it is determined to declare the 20 C-54s excess to military requirements or otherwise make them available to civil carriers for foreign service, it is believed they could be made available five in April, five in May, five in June and five in July. Eleven of these 54s are presently in DIR. In the event all are to be released, consideration should be given to continuing the program of overhaul or releasing the remainder before overhaul.

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

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DOD DIR.
8 Jun. & 30 June 1954
By [illegible] NC, Date [illegible]

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AFATC/DCS/JHD/ATM
Dated 23 Nov 1944

The President,
The White House.

Dear Mr. President:

In response to your letter of 20 November 1944 inquiring whether it would be possible to charter several C-54 type aircraft to Pan American Airways, Inc. and American Export Airlines, Inc. for Trans-Atlantic commercial services, especially to Portugal and Spain, I desire at the outset to express my agreement with the view that there is need for increased commercial service in the Atlantic, and I am prepared to recommend allocation of C-54 aircraft for that purpose as soon as military requirements will permit.

The over-water air lift to the several theatres of operation, largely provided by C-54 type aircraft, is at present inadequate to meet the steadily increasing military tonnage requirements. The need for increased military air transport service is most urgent just now by reason of the Philippine campaign. Presently, at our Pacific ports of aerial embarkation we have substantial backlogs of personnel and material awaiting shipment by air to Pacific destinations. In addition, the task of evacuating the critically wounded to Hawaii and the United States is creating a demand for air transportation, which is beyond present capacities. Further than this the Air Transport Command is today unable to meet requirements for air transportation to the European and China theatres. The allocation of additional C-54 aircraft to the airlines for contract operation in the Atlantic, to which your letter refers, was made to achieve maximum air lift eastward, and at the same time to release military crews for heavy requirements in the Pacific.

In this situation I am compelled to the conclusion that diversion of C-54 aircraft at the present time to commercial purposes could be accomplished only at the expense of urgent military requirements. It is my belief, however, that commencing in March or April of 1945, a limited number of C-54 type aircraft can be made available each month for allocation by the Civil Aeronautics Board to the international air carriers or to the domestic airlines for commercial services, in accordance with needs determined by the Civil Aeronautics Board.

As to commercial service in the Atlantic during the intervening period,

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I wish to call your attention to the fact that the air transportation available for other than strictly military purposes has recently been increased by virtue of you Executive Order 9492, dated 24 October 1944, which permits the Air Transport Command and the Naval Air Transport Service to provide transportation to persons certified by the State Department as traveling in the national interest. Until the defeat of Germany, space for such travvis will be very limited, but when added to the existing Trans-atlantic commercial services of Pan American and American Export will aid considerably in meeting the situation which is causing serious concern to the State Department. Respecting service to Portugal and Spain, Pan American now operated to Lisbon. No American carrier presently operates into Spain, but neutral commercial services are available from Lisbon to Madrid. Subject to the issuance of appropriate Certificates of Convenience and necessity by the Civil Aeronautics Board, and the securing of landing rights at Madrid, American service to Madrid may be provided by Pan American from Lisbon or by American Export from Port Lyautey. The State Department has at various times been assured of my cooperation in providing suitable twin-engine aircraft for that service when permission for its establishment has been negotiated.

Consistent with military requirements, the national interest requires prompt expansion of both international and domestic civil air services. I have noted with satisfaction that by Executive Order signed in the last few days you have removed the limitation on the number of aircraft which may be operated in commercial services by the domestic airlines. The next important step is to make available to our civil air carriers four-engine aircraft, and with your approval it will be my plan to provide, commencing next March or April, a limited number of C-54 aircraft for allocation to United States air carriers in accordance with needs determined by the Civil Aeronautics Board. It seems clear that the most pressing, needs are for Trans-Atlantic services. It must be borne in mind that such an allocation, however, may result in the British requesting planes of the same type for similar service.

It must be realized that undersea military requirements may arise which may preclude or delay the accomplishment of my proposal, but I am reasonably satisfied that we will be able to fulfill it.

Respectfully yours,

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

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DOD Rvs.
6 Jan. & 30 June 1974
By [illegible] NLC, Date 10-7-76

THE WHITE HOUSE
WASHINGTON

November 20, 1944

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

Dear General Arnold:

I understand that the Army is planning to allocate additional C-54 type aircraft for operation in contract air transport service to the Pan American and American Export Airlines. I understand further that on October 14 the Chairman of the Civil Aeronautics Board informed the Navy that, in their opinion, the requirements for commercial service across the Atlantic cannot be met by the Pan American and the American Export Airlines with the aircraft they now have in operation, and that these aircraft "are now obsolete and unsuitable for operation of commercial service across the Atlantic, particularly during the winter months".

I have also been informed that the Secretary of State on September 14 notified the Secretary of the Navy that Pan American service has been totally inadequate to provide necessary, regular communications with Spain and Portugal, and has been entirely inadequate to meet the requirements of government officials and business men traveling on legitimate missions in the national interest.

In view of the fact that the planes operated by these two companies for the Army cannot land in neutral areas such as Foynes and Lisbon, would it be possible for the Army to charter several of the additional planes that are to be allocated to them for operation as private carriers under the definite limitations to be set by you, such as:

1. That there be no rduction in total transportation capacity across the Atlantic available to the Army.

2. That the Army have complete control over priority as to whom and what shall be carried in these planes.

3. That the Army shall have the privilege of cancelling the charter should any emergency so require.

DECLASSIFIED Sincerely,

/s/ Franklin D. Roosevelt.

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8 Jan. & 30 June 1974
By [illegible] NC; Date 10-7-76

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February 19, 1945

In reply refer to
AF

My dear Mr. Lovett:

I am enclosing herewith a copy of a memorandum which was left with me recently by Mr. Juan T. Trippe, President of Pan American Airways, Inc., setting forth the needs of that company for four-engined land planes, presumably of the C-54 type, for operation on the commercial transatlantic services. In my opinion Mr. Trippe presents a good case.

The commercial services available for passengers and mails across the Atlantic have been entirely inadequate to meet the requirements of Government officials and businessmen traveling on legitimate missions in the national interest. Recent developments in the European war theater point to the fact that the need for such travel accommodations will soon be greatly increased. If, as Mr. Trippe intimates, a faster and more regular service accommodating a larger amount of traffic can be maintained with the four-engined land planes than with the seaplanes now in use, I believe it is strongly in the national interest that this change be effected as soon as possible.

This Department sincerely hopes that the War Department can see its way to release a few four-engined planes which could then be allocated to Pan American Airways and American Export Airlines, the two American carriers already certificated to operate transatlantic services.

Sincerely yours,

Enclosure:
Memorandum from
Mr. Juan T. Trippe.

William L. Clayton
Assistant Secretary

The Honorable
Robert A. Lovett,
Assistant Secretary of War for Air,
Washington, D. C.

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DECLASSIFIED
DOD 5200
9 Jan. & 30 June 1974
By [illegible] NSC Date 10-[illegible]

RESTRICTED SECURITY INFORMATION

MODERN FLIGHT EQUIPMENT FOR TRANS-ATLANTIC AIR TRANSPORT SERVICE

(1) Pan American is now operating thirty-seven four-engine land type aircraft across the Atlantic for the ATC — 27 based at Miami and 10 based at New York.

(2) If certain of these airplanes, or other four-engine land type were assigned to Pan American's civil operation, fast land plane service to Great Britain could be operated over the northern route, with intermediate stops in Newfoundland and Foynes, Ireland as well as service to France over the mid-Atlantic route via Lisbon—replacing present slow flying boat service maintained with obsolete equipment on charter from the Navy.

(3) The intermediate stop at Foynes on the northern route would not only serve central Ireland, but would also shorten the long sector of the north-Atlantic route and thus add an estimated 1800 pounds (six passengers) to the carrying capacity of such aircraft. In like manner, the stop at Lisbon enroute to France would not only serve central Portugal, but would add substantially to the carrying capacity of the aircraft by reason of reducing the length of the critical sector of whatever route might be operated.

(4) The aircraft operating under civil insignia would carry passengers, mail and cargo in trans-Atlantic service under military priority. Only traffic approved by military priority could be carried—more trans-Atlantic payload, however, could be moved, with six aircraft under civil registry as compared with military owing to available ports of call in neutral territory. The security factor is assured by military control of all civil aircraft entering war zones as at present.

(5) A considerable saving in aviation fuel and manpower would also result owing to the fact that the Boeing marine types now owned by the Navy and chartered to Pan American for use in this service have to return via the roundabout route by Africa and South America to avoid high swells at Horta.

(6) The Boeing marine type transports now operated are obsolete for trans-Atlantic service. Long Range Constellation land types were ordered by Pan American in June, 1940 for delivery over two years ago. The purchase contract with the manufacturer however was assigned to the War Department on request.* By transferring four-engined land types to Pan American for use in trans-Atlantic service, no precedent would be established, inasmuch as no other operator had four-engined land types on order before Pearl Harbor for replacement of obsolete four engine equipment.

(7) The war effort would, therefore, be furthered—not impaired—by substitution of land type equipment for the Navy owned marine type currently chartered to Pan American for trans-Atlantic service.

*At the time of this assignment Pan American received options on "any or all of forty Constellation Aircraft" to be delivered by the Army six months after the cessation of hostilities or at an earlier date if agreed.

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000 Rts.
E.O. 11652 as amended by E.O. 12065
By [illegible] NARS, Date 10-7-76

[redacted]

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR:

Subject: Release of C-54 Aircraft for U.S. Civil Carriers

1. In response to your memorandum of 22 February 1945, relative to the requests of State Department and Civil Aeronautics Board that C-54s be released to international air carriers, the following comments are made.

2. Twenty C-54s of the early model, now operated by the Air Transport Command are obsolescent and difficult to maintain. ATC has stated that it would be advantageous if they were transferred to North Atlantic civil operation where they would carry priority traffic and thus directly relieve the load on ATC. It is believed that the civil operation would be somewhat more efficient on an overall basis than continued military operation of these planes and continued inadequate civil services. This belief is the result of balancing the need of the civil operators to man their existing bases to support existing services, shorter transocean flights, and more flexible maintenance and purchasing procedures in civil operations against the probable reduction of permissible gross loads under CAA rules and the advantages of high frequencies in the present military operations.

3. If these twenty C-54s are now declared excess to the requirements of the AAF, they become available to the Navy and the British, through Munitions Assignment Boards, and one or the other might establish a requirement greater than that of the U.S. civil carriers. In such case, ATC would lose the planes without a corresponding reduction of its traffic load across the North Atlantic.

4. If these C-54s are not declared surplus but are sold by War Department to a civil carrier under the Second War Powers Act, upon determination that the prosecution of the war would be furthered thereby, the War Department must be in position to justify that determination against the criticism of the Navy, Britain and other carriers.

a. As a matter of history, the Navy has been most emphatic in stating its need for more C-54s to equip its air evacuation units scheduled for the Pacific, and this need prompted the withdrawal of the Navy equipment from the Pan American Atlantic operation.

b. The British have advanced a requirement for 100 C-54s and have

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been allocated 20, at the rate of two a month.

c. The U.S.S.R. has requested 100 C-54s and has been refused.

d. France has requested 2 C-54s and has been refused.

5. It is not believed that the advantages of civil operation over military operation are demonstrable to the extent necessary to justify the War Department's selling the planes direct to a civil airline without submission to Munitions Assignment Board.

6. a. It is concluded that it is not desirable to release these planes from military operation until it is determined that they are excess to military requirements and should be released by the AAF, whether or not they are subsequently put into North Atlantic U.S. civil operations. Further study is being undertaken to determine whether they should be declared excess as a result of obsolescence.

b. If it be determined that they are excess to AAF requirements, they will then be available to Navy or the British or the civil carriers, and the AAF may accept its interest in the civil carriers getting them. It is by no means certain however that they will not go to the Navy or British.

7. It is recommended that the inclosed drafts of replies to the State Department and the Civil Aeronautics Board be dispatched.

2 Incls
Incl 1. Draft of Reply to State Dept.
Incl 2. Draft of Reply to CAB

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DOD Dirs.
8 Jan. & 20 June 1974
By [illegible] NLC, Date 10-7-76

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The Honorable
William L. Clayton
Assistant Secretary of State
Washington 25, D. C.

Dear Mr. Clayton:

Your letter of 19 February 1945, and the accompanying memorandum from Mr. Briggs have been given careful study. The improvement of U.S. civil air transportation and the lightening of the load on military air transport are both desirable. However, the transfer of C-54s to the civil international services does not appear practical at this time owing to other considerations which include the maintenance of satisfactory relations with our allies.

Mr. Pogue has also brought this matter to my attention and I am advising him that no release appears practical now but that it is possible the situation will change.

Sincerely yours,

ROBERT A. LOVETT
Assistant Secretary of War for Air

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DOD Dirs.
8 Jan. & 20 June 1974
By [illegible] NLC, Date 10-7-76

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72689
Wrtn 26 Feb 45

The Honorable
J. Walsh Pogue
Chairman, Civil Aeronautics Board
Washington 25, D. C.

Dear Mr. Pogue:

Following receipt of your letter of 21 February 1945, the situation relative to possible release of C-54 equipment to U. S. international services has been thoroughly reviewed. While recognizing the desirability of improving the standard of American flag services and recognizing the fact that improvement in their operations will tend to relieve the military air transport system of part of its burden, it does not appear practical at this time to make such releases.

It is entirely possible that this situation will change sufficiently to permit some releases and it will be the subject of a continuing careful study.

Sincerely yours,

ROBERT A. LOVETT
Assistant Secretary of War for Air

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24 March 1945

MEMORANDUM FOR BRIGADIER GENERAL PATRICK W. TIMBERLAKE, U.S.A.
Deputy Chief of Air Staff
3-E-1019 Pentagon Building

Subject: Release of C-54's for civil carriers.

1. Receipt is acknowledged of your memorandum of 22 March 1945.

2. In accordance with the undersigned's conversation with you of this morning, there is forwarded to you herewith for consideration in connection with the above matter a copy of a letter addressed to Mr. Lovett by Mr. Pogue under date of March 23, 1945, together with a copy of Mr. Lovett's reply.

3. You will notice that Mr. Lovett's letter covers the matter referred to in paragraph 4 of your memorandum, as well as the question of whether or not the CAB and CAA will certificate the DC-4's.

For the Assistant Secretary of War for Air:

s/ George A. Brownell

GEORGE A. BROWNELL
Colonel, Air Corps
Executive Officer

GAB:hed

2 Incls
Incl 1 - Cpy Mar 23, 1945 ltr to AFSWA fr Chm, CAB
Incl 2 - Cpy 24 Mar 45 ltr to Chm, CAB fr AFSWA

Incl 2

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24 March 1945

Honorable L. Welch Pogue, Chairman
Civil Aeronautics Board
Washington 25, D.C.

My dear Mr. Pogue:

I have your letter of March 23, 1945 regarding the desire of the Civil Aeronautics Board that the War Department make available aircraft of the C-54 type to Pan American and American Export.

The War Department is anxious to do all that it can to comply with your Board's request. The difficulty arises, of course, from the great demand for aircraft of the C-54 type in connection with operations pertaining directly to the conduct of the war. This demand exists not only on the part of the Army and Navy, but also of our Allies.

It seems, however, that without impairing the war effort it may be possible to make available for the purposes you describe certain of the original C-54's (i.e., the DC-type aircraft). In determining the basic question of whether or not this can be done without interfering with the volume of war priority traffic that must be carried it would be appreciated if you would let me know at your earliest convenience what permissible gross loads would be fixed by the CAA and your Board for this type aircraft if operated by Pan American and American Export on North Atlantic runs.

It is also requested if you will advise whether or not the CAA or your Board would regard these aircraft as in any other way not suited for commercial operations.

Sincerely yours,

/s/ Robert A. Lovett
ROBERT A. LOVETT
Asst Secretary of War for Air.

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CIVIL AERONAUTICS BOARD
Washington

Mar 23 1945

My dear Mr. Lovett:

As the Board has previously advised you, it is concerned over the quality of service which Pan American and American Export are now forced to render on their trans-Atlantic service with the antiquated equipment which is now available to them, and accordingly we have urged the Departments of War and Navy to consider favorably the proposal of making the C-54 type aircraft available to these companies for this service. As we stated before, we feel that most important considerations of national interest require that the international commercial services of our flag companies be of the highest order.

We wish again to bring to your attention our view that a high quality of service cannot be expected by these companies from the use of Boeing 314's and [redacted] S-44's -- obsolete types -- which are the only long-range aircraft presently available for use. These airplanes were built several years ago and, because of their obsolescence, their operating performance can in no way compare with that of modern long-range equipment.

If, consistent with military requirements, the War Department finds it impossible to allocate long-range equipment to these companies, which will be in addition to the Boeings and Sikorskys they now possess, we urge that for the requirements of the immediate future the Department consider favorably the possibility of replacing these flying boats by land aircraft of the C-54 type.

Sincerely yours,

/s/ L. Welch Pogue
Chairman

The Honorable
Robert A. Lovett
Assistant Secretary of War for Air
Washington, D.C.

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E Jan. & 20 June 1974
By [illegible] NC, Date 10-7-76

RESTRICTED

Need of Pan American Airways for Four-Engined Planes, C-54 Type

Secretary of Air Staff

1

AS/AS Plans

FTH/ff/72889

General Timberlake, on 17 March 1945, advised this office that pending correspondence on the above subject should be held in suspense, pending further advice from the Assistant Secretary of War for Air. The inclosed memorandum for General Timberlake's signature, confirms this and adds a recommendation in connection with current discussions on the matter.

L. S. KUTER
Major General, USA
Asst Chief of Air Staff, Plans

Incl
Memo for ASW/A for Gen Timberlake's signature

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DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] NC, Date 10-7-76

CONFIDENTIAL

The Honorable
L. Welch Pogue
Chairman, Civil Aeronautics Board
Washington 25, D. C.

Dear Mr. Pogue:

Following receipt of your letter of 21 February 1945, the situation relative to possible release of C-54 equipment to U. S. international carriers has been thoroughly reviewed. While recognizing the desirability of improving the standard of American flag carriers and recognizing the fact that improvement in their operations will tend to relieve the military air transport system of part of its burden, it does not appear practical at this time to make such releases.

It is entirely possible that this situation will change sufficiently to permit some releases and it will be the subject of a continuing careful study.

Sincerely yours,

[redacted] A. LOVETT
Assistant Secretary of War for Air

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DOD Dirs.
8 Jan. & 20 June 1974
By [illegible] LC; Date 10-7-74

CONFIDENTIAL

The Honorable
William L. Clayton
Assistant Secretary of State
Washington 25, D. C.

Dear Mr. Clayton:

Your letter of 19 February 1945, and the accompanying memorandum from Mr. Trippe have been given careful study. The improvement of U.S. civil air transportation and the lightening of the load on military air transport are both desirable. However, the transfer of C-54s to the civil international carriers does not appear practical at this time owing to other considerations which include the maintenance of satisfactory relations with our allies.

Mr. Fagan has also brought this matter to my attention and I am advising him that no release appears practical now but that it is possible the situation will change.

Sincerely yours,

ROBERT A. LOVETT
Assistant Secretary of War for Air

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DOD Dirs.
8 Jan. & 20 June 1974
By Sec. Def. JC; Date 10-7-76

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AER-SO
TJH/ff/72888
WDC 6 Mar 45

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR:

Subject: Release of C-54 Aircraft for U.S. Civil Carriers

1. In response to your memorandum of 22 February 1945, relative to the requests of State Department and Civil Aeronautics Board that C-54s be released to international air carriers, the following comments are made.

2. Twenty C-54s of the ocean transport command are obsolescent and difficult to maintain. ATC has stated that it would be advantageous if they were transferred to North Atlantic civil operation where they would carry priority traffic and thus directly relieve the load on ATC. It is believed that the civil operation would be somewhat more efficient on an overall basis than continued military operation of these planes and continued inadequate civil services. This belief is the result of balancing the need of the civil operators to run their existing lines to support existing services, charter transocean flights, and more flexible maintenance and purchasing procedures in civil operations against the probable reduction of permissible gross loads under CAA rules and the advantages of high frequencies in the present military operations.

3. If these twenty C-54s are now declared excess to the requirements of the AAF, they become available to the Navy and the British, through Munitions Assignment Boards, and one or the other might establish a requirement greater than that of the U.S. civil carriers. In such case, ATC would lose the planes without a corresponding reduction of its traffic load across the North Atlantic.

4. If these C-54s are not declared surplus but are sold by War Department to a civil carrier under the Second War Powers Act, upon determination that the prosecution of the war would be furthered thereby, the War Department must be in position to justify that determination against the criticism of the Navy, British and other carriers.

5. As a matter of history, the Navy has been most emphatic in stating its need for more C-54s to equip its air evacuation units scheduled for the Pacific, and this need prompted the withdrawal of the Navy equipment from the Pan American Atlantic operation.

6. The British have announced a requirement for 100 C-54s and have

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been allocated 20, at the rate of two a month.

c. The U.S.S.R. has requested 100 C-54s and has been refused.

d. France has requested 2 C-54s and has been refused.

5. It is not believed that the advantages of civil operation over military operation are demonstrable to the extent necessary to justify the War Department's calling the planes direct to a civil airline without submission to Munitions Assignment Board.

6. a. It is concluded that it is not desirable to release these planes from military operation until it is determined that they are excess to military requirements and should be released by the AAF, whether or not they are subsequently put into North Atlantic U.S. civil operations. Further study is being undertaken to determine whether they should be declared excess as a result of obsolescence.

b. If it be determined that they are excess to AAF requirements, they will then be available to Navy or the British or the civil carriers, and the AAF may accept its interest in the civil carriers getting them. It is by no means certain however that they will not go to the Navy or British.

7. It is recommended that the inclosed drafts of replies to the State Department and the Civil Aeronautics Board be dispatched.

2 Incls
Incl 1. Draft of Reply to
State Dept.
Incl 2. Draft of Reply to
CAB

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DOD ltrs.
6 Jan. & 20 June 1974
By [illegible] NC; Date 10-7-76

[redacted]

Route of Pan-American Airways Inc. for 4-Engine Land Planes C-54 Type

AC/AS-[redacted] (Air Transportation Br., Traffic Div.)

AC/AS-Plans

FTR/ml/72229

1. Radio letter from Commanding General, Air Transport Command, states that that command is agreeable to the release of those 20 newly noted C-54's only if they are then made available to United States civil carriers for North Atlantic service. However, before they may be declared surplus and then be sold to such carriers, they must be cleared by the Navy and by the British, through Munitions Assignment Committee (Air). It is certain that both will be interested in them and no guarantee that they will get into the hands of the civil U.S. carriers can be given.

2. Accordingly, this office does not concur in the planes being declared excess to the needs of the Army Air Forces until the Commanding General, Air Transport Command states that they are excess to his requirements, whether or not they subsequently reach the hands of the civil carriers. It is noted that AC/AS is making a study to determine whether the planes should be declared obsolete for AAF operations.

3. It is recommended that the Commanding General, Air Transport Command, be asked to state whether the planes are excess to his requirements, without [redacted].

4. A memorandum from the Assistant Secretary of War for Air, dated 22 February 45, on the same subject has been received and, in order to bring these two communications together, that memorandum, together with proposed reply thereto, is inclosed for coordination or comment by AC/AS-[redacted], and forwarding to the Chief of Air Staff.

6 Incls
#1-L 3041 w/o (with orig only)
#2-Memo fr ASW/A 2-22-45
#3-Proposed reply to Memo

AFAEP-50 _____

AFAEP-49 _____

L. S. KUTER
Maj General, U.S. Army
Asst Chief of Air Staff, Plans

[redacted]

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DOD Dir.

~~CONFIDENTIAL~~

22 February 1945

MEMORANDUM FOR THE DEPUTY CHIEFS, AAF, AND CHIEF OF AIR STAFF

1. I forward herewith copy of letter dated February 19, 1945 addressed to Mr. Lovett by Assistant Secretary of State Clayton, together with copy of the Bay Amendment referred to therein, and copy of my reply to the latter dated February 22, 1945. It will be noted that by the Bay Amendment airlines are established to operate trans-Atlantic services.

2. At least until recently it has been impossible for us to secure adequate equipment for utilization by our international civil carriers. However, recent informal conversations with representatives of the Air Transport Command indicate that to a certain extent at present, and to a greater extent in the near future, it will be possible for us to make available certain C-54's, particularly of surplus nature, for civil airline use. In this connection, it is appreciated by carriers that [illegible] to which the civil airlines will be entitled with equipment in carrying priority traffic of direct importance to the war effort.

3. Mr. Lovett feels that favorable consideration should be given to Mr. Clayton's request, unless there are apparently and circumstances involved of which he is not informed. The Army Air Forces should not, however, make any allocations to a specific airline. Such allocations should be made through the established priority dispatch channels, as in the case of other transport equipment.

4. There is also forwarded herewith copy of a letter addressed to Mr. Lovett by Mr. Rogers, Chairman of the Civil Aeronautics Board, under date of February 21, 1945, and the enclosure referred to therein, on the same general subject as the letter from Mr. Clayton.

5. It will be appreciated if this office is furnished with the conclusions of the Air Staff and the Air Transport Command so that appropriate replies may be sent to Mr. Clayton and Mr. Rogers.

For the Assistant Secretary of War for Air:

[redacted]
Colonel, AAF Corps
Executive Officer

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CIVIL AERONAUTICS BOARD

Washington 25

FEB 21 1945

My dear Mr. Lovett:

Recently the Board has urged the Navy Department to make R5D (C-54) aircraft available to Pan American Airways and American Export Airlines for use in their commercial trans-Atlantic operations which were recently inaugurated at the termination of that Department's contracts with these companies on December 31, 1944. In this correspondence the Board expressed the opinion that it is of the utmost importance that American flag operations be maintained at a high level of efficiency with the most modern equipment and that the present prestige of the United States and the strength of our future position in commercial air transportation across the Atlantic require that the commercial services of our companies be of the highest order from the beginning of operations. The Board pointed out that a high quality of service could not be expected by these companies from Boeing 314's and Sikorsky S-44's — obsolete types — which are the only aircraft presently available for use in the services. In order to underscore the need for improvement in the quality of air service in the Atlantic, the Board brought to the Navy's attention excerpts from a letter written by an official in the American Embassy at Lisbon in which were cited specific instances of the poor service now being offered trans-Atlantic air passengers. A copy of this excerpt is inclosed. There can be no question but that the cumulative effect of incidents such as are described in this letter tend to weaken our position in the foreign field of air transport, and that this result may be particularly unfortunate when viewed in relation to this Government's present endeavor to conclude favorable bilateral air transport agreements with several of the countries now served commercially by Pan American and American Export.

In answer to the Board's letters the Navy Department replied that, although it fully realized the importance of the trans-Atlantic service, due to a shortage of the type of equipment referred to, it would not be possible for the Navy to make any available at this time for the trans-Atlantic operations of Pan American and American Export.

The Honorable
Robert A. Lovett,
Assistant Secretary of War for Air,
Washington, D. C.

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The shortage of equipment has been recently again emphasized when Pan American, having lost its China Clipper at Trinidad, requested the Board for authority to reschedule its Lisbon services in such fashion as to send its Boeing clippers twice a month to Lisbon via Leopoldville. Inasmuch as the Atlantic services would have further deteriorated if this order were granted, the Board has advised Pan American that it will not be able to grant the order. Notice of the Board's action was given the War Department in the Board's letter of February 8, 1945. The result, however, is that for lack of equipment Pan American cannot at present operate the Leopoldville service, the continuance of which, as you will recall, was requested by the War Department in August of 1944. This incident illustrates the close limits so far as equipment is concerned within which the flag carriers must carry on their operations.

For these reasons, therefore, the Board wishes to emphasize its view that unless long range equipment is made available to Pan American and American Export for use on the Atlantic, our national position in foreign air transport will be seriously weakened and the Board wishes to urge as strongly as possible that the War Department consider favorably the proposal of making available to these companies aircraft of the type to which reference has been made.

Sincerely yours,

/s/ L. Welch Pogue

Chairman

Enclosure

CC: Secretary of State

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EXCERPTS FROM A LETTER WRITTEN BY AN OFFICIAL IN THE AMERICAN EMBASSY AT LISBON

"The Portuguese (9), Spanish (8), and Swiss (3) delegations to the International Civil Aviation Conference left here with the Clipper on Thursday, October 26, 2:40 A.M. Travelling on the southern route, they will reach New York at best on Sunday afternoon, the 29th, with barely time to get to Chicago for the opening of the conference. In general I regret to report that the arrangements we were able to make for their transportation were far from reflecting credit on our efficiency and reliability as great air carriers. The Spanish delegation, some of them were engaged in important negotiations with our Embassy at Madrid, were urged by the Priorities' Office to be here by Friday morning, October 20th, to be sure to catch the Clipper scheduled to arrive Friday night or Saturday. We were able to notify them in time that the ship was delayed until Monday evening, the 23rd, so they need not be here before Monday morning. Meanwhile we were forced to keep the Portuguese on edge by telling them they will start Monday evening, then Tuesday evening, then Wednesday morning, and, finally, Wednesday night. In my humble opinion, the most unfortunate chapter of this affair was the arrangement for the departure. The Clipper was due in here from Foynes at midnight and was to go out at 2 a.m. The Passengers were requested to report to the Pansir office downtown at 11 p.m. When I got out to the marine terminal a few minutes before midnight, all delegations were there already, accompanied by their relatives and quite a number of dignitaries from the Portuguese Government, the Spanish Embassy, and the Swiss Legation. The plane did not come in until 12:00 a.m. and the passengers hung around for almost three hours until they could board the plane. If you know what a dismal barn that marine terminal is - drafty, badly lighted, with not a decent chair and only wooden benches accommodating at most fifteen persons - you could appreciate fully how unhappy we were over the unnecessary and wholly unexplainable length of sojourn of these people in those cheerless premises.

"This is, of course, merely one incident in the now time-honored unreliability of our air-connection to and from the States. Since I have been in Lisbon - nearly a year now - it has hardly ever happened that a Clipper arrived or departed on schedule. I can give you another illustration by referring to the Clippers now expected from the States. One Clipper was due Thursday, October 26th. Thursday we were notified to expect her Friday evening. Friday morning we were advised that she is due to arrive Saturday at 7 a.m., and that another Clipper which resembles departed from New York will be arriving two hours later. Friday afternoon we were told not to expect these planes before Saturday afternoon. And so it goes with each plane, sometimes for five or six days. You can easily see what an unfortunate impression such an erratic service makes. The answer that this is due to the unreliability inherent in seaplanes does not quite meet the point because our friends here say that if we can service the rest of the globe with landplanes with magnificent regularity, why should Portugal be the one country in the world so neglected?

I am reporting these facts for your earnest consideration because the situation is turning from bad to worse and something really should be done to improve it both for the service of the Embassy and because of our reputation."

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DEPARTMENT OF STATE

WASHINGTON

In reply refer to
AV

February 19, 1945

My dear Mr. Lovett:

I am enclosing herewith a copy of a memorandum which was left with me recently by Mr. Juan T. Trippe, President of Pan American Airways, Inc., setting forth the needs of that company for four-engined land planes, presumably of the C-54 type, for operation on the commercial transatlantic services. In my opinion Mr. Trippe presents a good case.

The commercial services available for passengers and mails across the Atlantic have been entirely inadequate to meet the requirements of Government officials and businessmen traveling on legitimate missions in the national interest. Recent developments in the European war theater point to the fact that the need for such travel accommodations will soon be greatly increased. If, as Mr. Trippe intimates, a faster and more regular service accommodating a larger amount of traffic can be maintained with the four-engined land planes than with the seaplanes now in use, I believe it is strongly in the national interest that this change be effected as soon as possible.

This Department sincerely hopes that the War Department can see its way to release a few four-engined planes which could then be allocated to Pan American Airways and American Export Airlines, the two American carriers already qualified to operate transatlantic services.

Sincerely yours,

Enclosure:
Memorandum from Mr. Juan T. Trippe.

/s/ W. L. Clayton

Assistant Secretary

The Honorable
Robert A. Lovett,
Assistant Secretary of War for Air,
Washington, D. C.

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COPY

MODERN FLIGHT EQUIPMENT FOR TRANS-ATLANTIC AIR TRANSPORT SERVICE

(1) Pan American is now operating thirty-seven four-engine land type aircraft across the Atlantic for the ATC — 27 based at Miami and 10 based at New York.

(2) If certain of these airplanes, or other four-engine land type were assigned to Pan American's civil operation, fast land plane service to Great Britain could be operated over the northern route, with intermediate stops in Newfoundland and Foynes, Ireland as well as service to Bermuda over the mid-Atlantic route via Lisbon, employing present slow flying boat service maintained with obsolete equipment on charter from the Navy.

(3) The intermediate stop at Foynes on the northern route would not only serve neutral Ireland, but would also shorten the long sector of the north-Atlantic route and thus add an estimated 1500 pounds (six passengers) to the carrying capacity of such aircraft. In like manner, the stop at Lisbon enroute to France would not only serve neutral Portugal, but would add substantially to the carrying capacity of the aircraft by reason of reducing the length of the critical sector of whatever route might be operated.

(4) The aircraft operating under civil insignia would carry passengers, mail and cargo in trans-Atlantic service under military priority. Only traffic approved by military priority would be carried—more trans-Atlantic payload, however, could be moved, with six aircraft under civil registry as compared with military owing to available ports of call in neutral territory. The security factor is assured by military control of all civil aircraft entering war zones as at present.

(5) A considerable saving in aviation fuel and manpower would also result owing to the fact that the Boeing marine types now owned by the Navy and chartered to Pan American for use in this service have to return via the roundabout route by Africa and South America to avoid high swells at Horta.

(6) The Boeing marine type transports now operated are obsolete for trans-Atlantic service. Long range Constellation land types were ordered by Pan American

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in June, 1940 for delivery over two years ago. The purchase contract with the manufacturer however was assigned to the War Department on request.* By manufacturing four-engined land types to Pan American for use in trans-Atlantic service, no precedent would be established, inasmuch as no other operator had four-engined land types on order before Pearl Harbor for replacement of obsolete four engine equipment.

(2) The war effort would, therefore, be furthered -- not impaired -- by substitution of land type equipment for the Navy owned marine type currently chartered to Pan American for trans-Atlantic service.

* At the time of this Assignment Pan American received options on "any or all of forty Constellation Aircraft" to be delivered by the Army six months after the cessation of hostilities or at an earlier date if agreed.

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DOD Rtr.
8 Jan. & 30 June 1976
By: [illegible] LC; Date: 10-7-76

~~SECRET~~

Needs of Pan-American Airways Inc. for 4-Engine Land Planes C-54 Type

Chief of Air Staff 12 Mar. 1

AC/AS, MRS, Traffic Division, Air Transportation Branch Lt.Col.Coon/da/31

1. Concur with comments and recommendations made in Comment No. 3.

6 Incls, n/c

C. R. SPRERR
Lt. Col., Air Corps
Chief, Air Transportation Branch

SAS 1 - CSAS

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DOD Dir
5 Nov. & 28 June 1974
By [illegible] Date 10-7-74

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Route of Pan American Airways Inel for 4 engine land planes C-54 type

Assistant Chief of Air Staff, Operations, Commitments & Requirements 1 Mar 45
and Asst. Chief of Air Staff, Materiel & Services (Air Transp.Sv., 1
Chief of Air Staff Transp Div.) WDGAS 5709

For remark and recommendation. Please expedite.

Signed

J. C. HAYES,
Lt. Col., A.C.,
Asst. Secy., Air Staff.

1 MAR 1945

(291) SAS 452.1

OFFICE SYMBOL	1	2	3	4	5	6
SIGNATURE OF RESPONSIBLE OFFICER						
INITIAL OFFICE COORDINATION						

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DOD Dir.
By Authority of
The Commanding General
Air Transport Command
Date Initials Division

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problems involved in the expansion of air transport activities in the Pacific and attempt a determination of a ceiling on such operations for planning purposes.

5. In the situation described above, it can be stated that there will be no C-54 type aircraft excess to military requirements for many months to come. It must be recognized, however, that considering operations of such a size, it is difficult to say that the release of a limited number of C-54 type aircraft for operation by civil carriers under military priorities on routes where there is heavy war priority traffic would be in any way damaging to the prosecution of the war. The [redacted] of C-54 type aircraft for airlines now operated on the [redacted] in peacetime service by the American and American-Export would produce a much more efficient use of the facilities and personnel of these companies. It may be noted, however, that contrary to statements in Mr. Edgar's memorandum, payloads in the civil operation would certainly be substantially less than in military operations due to gross weight limitations of the C-54, although such limitations are not very substantial. It is not believed that there are strong affirmative reasons in the interest of the war effort to make available C-54 type aircraft to the American and American-Export for civil operations. On the other hand, while there are many direct military uses for C-54 production for many months to come, the retirement of obsolete civil operations by these carriers in the North Atlantic will help meet military requirements in that area. It should also be mentioned that letters of the Assistant Secretary of State indicate a possible misunderstanding of the present situation in the Australian that the availability of C-54 type aircraft to the American and American-Export will result materially in meeting the requirements for air transport of Government officials and businessmen traveling on legitimate missions in the national interest. The present situation will not be materially affected by giving the American and American-Export better equipment, as their operations will be subject to military priorities, and space for "national interest" traffic will become available only when military requirements for air transportation decrease.

6. An important fact concerning the availability of C-54 aircraft is that of the C-54 type aircraft (C-54A, C-54B, C-54G) utilized for passengers, (C-54D-DO and C-54E-DO) operated by the AAF, 80 are the original C-54 passenger version. Within the last few days this Command has been advised by the Air Technical Service Command that production of spare parts for the 80 C-54A returned to has been discontinued and AFSAT proposes to declare this original type obsolete. At the conference at Wright Field, representatives of AFSAT suggested that the 80 original C-54A be declared excess to military requirements. At the time this Command objected to the proposal, but agreed to receive recommendations in writing from AFSAT. Although the 80 original C-54A aircraft have had

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the grave of constant war, the type is believed to be particularly suitable for civilian operations, assuming that the civil services employing these aircraft could make arrangements to secure parts from the manufacturer.

4. This Command will make no objection to the release of the 25 original Dakotas to permit substitution of this type for employment now flown on the North Atlantic by established carriers by the Services and Transport and for allocation to these or other carriers by the Civil Aeronautics Board in accordance with the terms of General Arnold's letter referred to in para. 3 above. If it is determined to declare the 25 Dakotas excess to military requirements or otherwise make them available to civil carriers for foreign service, it is believed they could be made available five in April, five in May, five in June and five in July. Eleven of these 25 are presently in ZIA. In the event all are to be released, consideration should be given to withholding the program of overhaul or refurbishing the remainder before overhaul.

By Lt. [redacted],
Major General, U.S.A.,
Commanding.

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[redacted] Lt.Col. [redacted]ckett/Maj.Bussey/ect/3001
w/14 Feb 45

COPY

24 FEB 1945

Mr. John K. Northrop,
Northrop Aircraft, Inc.,
Northrop Field,
Hawthorne, California.

Dear Mr. Northrop:

This is to acknowledge your letter of 3 February 1945 which has been noted with keen interest.

Your engineers are to be congratulated on being able to overcome the problems usually encountered due to the elastic limit of metals. Also, it is the consensus of opinion in this headquarters that a permanent set in the foreshortened position must have been experienced by both the airplane and the crew.

In a more serious vein, you have undoubtedly heard that, based on the observations of the late Major Sorsodi when he was stationed at Wright Field, actual photographs have been taken of the compressibility shock waves on the P-51 wing in a dive. This is described in more detail in an article titled "Shock Waves" in the February issue of "Air Force".

With reference to the Turbodyne, both the Army Air Forces and the Bureau of Aeronautics are awaiting with interest the outcome of the experimental tests on this unit. I hope that sufficient data can be obtained from the ground running of the present Turbodyne so that an improved gas turbine can be proposed which will be suitable for airplane installation.

Yours very truly,

24 FEB 1945

Signed

H. H. ARNOLD,
Commanding General, Army Air Forces.

COPY FOR AFSAS

[redacted]

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E.O. 12958
3 Sec. 6 (b) June 1954
By [illegible] NLC, Date 10-2-14

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~~RESTRICTED~~

New XP-82E Long-Range Fighter.

To: Executive, CG/AAF. (Attn: Col. Procter)
THRU: Secretary of Air Staff

Dated 5 FEB 1945

From: AC/AS, Material and Services

Comment No. 2
Lt.Col.Hesketh/Maj.Bussey/ecb/3402

1. Attached for signature of General Arnold is proposed reply to letter from Mr. John Northrop to General Arnold.

2. As discussed between Colonel Procter and Lt. Colonel Hesketh, referenced photograph is obviously a gag and the answer is in this vein.

(Signed) E. M. Powers

E. M. POWERS
Brigadier General, U. S. A.
Deputy Asst. Chief of Air Staff
Material and Services

Encls. n/c

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DOD Dir.
Sec. 4 (d) June 1972
By [illegible] NARS, Date 10-7-74

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CLASSIFIED

w/14 Feb 45

FEB 23 1945

[illegible]

Dear Sir, Harkness:

This is to acknowledge your letter of 3 February 1945 which has been placed with [illegible].

[illegible] to be congratulated on being able to [illegible] [illegible] [illegible]

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E.O. 12958
By NARA Date 10-2-14

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18 FEB 1943

MEMORANDUM FOR GENERAL GILES:

Subject: Essential Differences between Fighter and Reconnaissance Version of P-80

1. The P-80 production fighter is designated the P-80A. It provides for six .50 caliber machine guns in the nose and is powered by the General Electric I-40 engine.

2. The photo reconnaissance version of the P-80 will be designated the P-14. This aircraft will be a modification of the fighter by substitution of a photographic nose to accommodate one K-17 camera (6" lens) and two K-22 cameras (24" lens). This modification does not provide for any armament. Performance of the P-14 is expected to be the same as the P-80A.

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

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→ Copy to Gen Hood

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DOD Dir. 5200.9
6 Jan. & 30 June 1974
NARS, Date 10-7-76

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Exception 16 Feb 45
IA Sec. Directive/sig/7Feb45
Para 1a 1(b)

AG 3-3

5th Ind

AFHRB

Hq Army Air Forces, Washington 25, D. C., 20 FEB 1945

To: Commanding General, Fifteenth Air Force, APO 520, c/o Postmaster, New York, New York (Through: Commanding General, AAF/ETO, APO 633, c/o Postmaster, New York, N. Y.)

1. Action has been taken to provide the following facilities in heavy bombardment aircraft in order to insure adequate visual and orientation photography:

a. Cameras - Facilities for the equipment of K-22, K-24, and K-20 cameras.

b. Openings - Openings of sufficient size to prevent any obstruction or vignetting and allow the camera to be pointed 5° in any direction from vertical. Shutter provided any sufficient windows or openings for taking oblique pictures with hand-held cameras.

c. Controls - Provisions made for the automatic operation of the camera by an electric impulse from the bomb release circuit. Interchangeable relay plates installed in both the bombardier's compartment and at the camera station.

d. Mount - An electric receptacle provided for use with the standard heating jackets.

e. A camera system installed capable of providing satisfactory camera operation at various operating altitudes of aircraft in which the cameras listed will be employed.

f. Shooting - Vertical sight supports provided for use with the K-24 or similar cameras. The sight supports will permit the use of both standard 8" by 8" and 8" by 10" cameras with lens lengths of 6" to 24".

g. Adequate provisions are being incorporated in B-29 aircraft as quickly as possible in accordance with the above requirements and AAF by this indorsement, with reference to your basic communication mentioned in paragraphs 2 a, b, and f have been incorporated in the above requirements. Data contained in paragraphs 2 b and c cannot be given favorable consideration since the need for gunnery and ammunition facilities requires us to install further B-29 modifications to those which are strictly essential for the safety of the crew and the accomplishment of their mission.

For the Commanding General, Army Air Forces:

Signed

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

20 FEB 1945
AAB

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(B-29) 1.2.52 SAS

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E.O. 12958
By NARA, Date 6 Jun 2014

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Authority NND 85 306
IA Ltr Gravelin/ml1/71045
Date 15 Jun 1985

AAF-1 16th Ind AFHRB
Hq Army Air Forces, Washington 25, D. C. 20 FEB 1945

To: Commanding General, Fifteenth Air Force, APO 520, c/o Postmaster, New York, New York (Through: Commanding General, AAF/MTO, APO 650, c/o Postmaster, New York, N. Y.)

1. Action has been taken to provide the following facilities in heavy bombardment aircraft in order to insure adequate strike and orientation photography:

a. Camera - Facilities for the employment of K-22, K-24, and K-20 cameras.

b. Openings - Openings of sufficient size to prevent any cut-out or vignetting and allow the camera to be pointed 5° in any direction from vertical. Further provided are sufficient windows or openings for taking oblique pictures with hand-held cameras.

c. Controls - Provisions made for the automatic operation of the camera by an electric impulse from the bomb release circuit. Intervalometer wedge plates installed in both the bombardier's compartment and at the camera station.

d. Heat - An electric receptacle provided for use with the standard heating jackets.

e. A vacuum system installed capable of providing satisfactory camera operation at maximum operating [redacted] of aircraft in which the cameras listed will be employed.

f. Mounting - Vertical mount supports provided for use with the 27A or similar mount. The mount supports must permit the use of both standard 5" by 7" and 5" by 15" cameras with cone lengths of 6" to 24".

2. Adequate provisions are being incorporated in B-29 aircraft as quickly as possible in accordance with the above requirements set forth by this Headquarters. With reference to your basic communication, recommendations contained in paragraphs 5 a, c, and d have been incorporated in the above requirements. Those contained in paragraphs 5 b and e cannot be given favorable consideration since the need for conserving manpower and modification facilities requires us to limit further B-29 modifications to those which are strictly essential for the safety of the crew and the accomplishment of their mission.

For the Commanding General, Army Air Forces:

20 FEB 1945

PATRICK W. TIMBERLAKE,
Brigadier General, U. S. A.,
[redacted]

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AG9-53 3rd Ind. AGT/HWT/akb
HEADQUARTERS, ARMY AIR FORCES, WTO, APO 650, U. S. ARMY.

TO: Commanding General, Army Air Forces, Washington, D. C.
Attention: Operations, Commitments and Requirements.

1. Forwarded for necessary action.

2. Attention is invited to basic correspondence and preceding indorsements.

By the Commanding General:

G. C. BAIRD,
Colonel, A.G.,
Adjutant General.

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DOD Dir. 5200.9 and Sec. 1.3 EO 12958
By [illegible] Date Jan 10, 2006

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Disposition of A-26 Surplus

(Ltr to 7 Feb 1945)
AAG Publications/4809

AC/AS, Plans
Attn: Research Division

9 FEB 1945

Chief of the Staff

In the AAF Air Force Requirements included in this time when [illegible] and the effect of any modification of this method appreciably [illegible] any [illegible] in change, the resulting [illegible] being used [illegible] in the theaters and training [illegible]. Production of the A-26 has [illegible].

In [illegible] AAF program anticipates the conversion of existing A-26 units to [illegible] and conversion to be completed by the third quarter of 1945. An [illegible] planned that the A-26 will require 145 [illegible] during 1945 in order to support [illegible] until they are converted. These requirements considering [illegible] will be [illegible] from the result of our studies to convert training [illegible] of the new A-26 [illegible] which [illegible] personnel [illegible] and [illegible] available for conversion to combat [illegible] may [illegible] as possible, as [illegible] by [illegible] and any [illegible] A-26 [illegible] by December.

It is desired that your office [illegible] action to effect disposition of the [illegible] as early and [illegible] A-26s to [illegible] Nations that will [illegible] such equipment in prosecuting the war or to other friendly nations in accordance with existing policy.

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

[illegible]
9 FEB 1945

Return to AFSAS
R. 3E-1049

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DOD Dir. 5 200.9 & 200.10 June 1974
By [illegible] NLC, Date 10-7-76

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Disposition of A-20 Surplus

Chief of the Air Staff
THRU: Deputy Chief of the Air Staff (General Hood)

19 February 1945

AC/AS, Plans, Logistical Plans Division

1
WHB:hmf/71178

1. In accordance with a directive from the Chief of the Air Staff, contained in MhR, above subject, dated 9 February 1945, following action has been initiated by this office to effect disposition of excess available A-20's both new and used.

a. Attached are letters, prepared for General Giles' signature, offering to consider justifiable requirements that may be developed for the A-20's, that will become surplus to United States needs during 1945. They are addressed to the following:

Air Marshal Douglas Colyer	(British)
Air Marshal R. Williams	(Australia)
Air Commodore J. L. Findley	(New Zealand)
Air Vice Marshal G. V. Walsh	(Canada)
Lt. Colonel E. Baretta	(Netherlands)

b. A message has been dispatched to SHAEF Mission Paris requesting that any possible French requirements be developed and the details forwarded by cable.

c. The JA (Air) and MAC (Air) will consider the Russian request for 100 airplanes on Tuesday, 21 February 1945.

d. Separate communications are being prepared for Mexico and Brazil. These will be forwarded for your signature after clearance with General Walsh and proper agencies.

Signed
O. C. JENISON
Brigadier General, U. S. A.
Chief, Logistical Plans Division

6 Incls:
as listed in
para 1. a.

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DOD Dir. 5 200 June 1974
By [illegible] NSC Date [illegible]

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SIGNER'S COPY

AFAEP-40
WAB:hmf/71178
wtm 17 Feb 45

24 FEB 1945

Air Marshal Douglas Colyer, C.B., D.F.C.
British Joint Staff Mission
Offices of Combined Chiefs of Staff
Washington, D. C.

Dear Air Marshal Colyer:

As the United States Army Air Forces program for reequipping light bomber groups progresses, a certain number of A-20 aircraft will become surplus to United States requirements. A few of these will be new aircraft, Series G, the bulk will be used aircraft that have had varying degrees of service and will be of the C, H, and J Models.

Certain of the United Nations are being asked for their requirements for these aircraft that can be effectively employed in combat against the enemy. Some of these aircraft are now available and additional ones will become available during the balance of the year. In order that a proper assessment may be made of the relative value to our combined war effort, I am requesting each of these nations to submit their requirements with a statement of anticipated use in the war effort.

When a delay in delivery of A-26 aircraft to the United Kingdom was indicated the Air Ministry was doubtful of its ability to keep the United Kingdom squadrons now on A-20's in the fight until the arrival of the A-26's. As the 9th and 12th Air Forces will have a number of the above mentioned A-20's available in the ETO, I am asking that you ascertain whether or not the United Kingdom has a need for some of these airplanes to maintain the squadrons and their training establishments at authorized strength.

If any other requirements is developed for reequipping RAF squadrons now operating aircraft of a type less effective than the A-20 they can also be considered.

Sincerely yours,

DECLASSIFIED
24 FEB 1945
AAG

Signed
BARNEY M. GILES
Lieutenant General, U. S. A.
Deputy Commander, Army Air Forces

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Copy for Gen Giles. BAS 4-52 1617

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NARS, Date 12-7-76

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SIGNER'S COPY

AFAEP-40
WMB:hmf/71172
wtn 17 Feb 45

24 FEB 1945

Air Marshal R. Williams
Royal Australian Air Force Representative
Munitions Building
Constitution Avenue
Washington, D. C.

Dear Air Marshal Williams:

As the United States Army Air Forces program for reequipping light bomber groups progresses, a certain number of A-20 aircraft will become surplus to United States requirements. A few of these will be new aircraft, Series G, the bulk will be used aircraft that have had varying degrees of service and will be of the G, H, and K Models.

Certain of the United Nations are being asked for their requirements for these aircraft that can be effectively employed in combat against the enemy. Some of these aircraft are now available and additional ones will become available during the balance of the year. In order that a proper assessment may be made of the relative value to our combined war effort, I am requesting each of these nations to submit their requirements with a statement of anticipated use in the war effort.

While the Royal Australian Air Force has no squadrons presently equipped with A-20 aircraft, there will be sufficient of this type available in the Theater to reequip and maintain, for a reasonable period of time, one or two squadrons that might now be operating aircraft of a type less effective than the A-20. I am asking that you ascertain whether or not the Royal Australian Air Force has a need for some of these planes to reequip squadrons or in the training establishment required for the support of front line units operating large type aircraft.

Sincerely yours,

Signed

BARNEY M. GILES
Lieutenant General, U. S. A.
Deputy Commander, Army Air Forces

24 FEB 1945
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DOD Dir
5 Jan. & 30 June 1971
Re: [illegible] NC, Date 10-7-76

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AFAEP-40
WAB:hmf/71178
wtm 17 Feb 45

24 FEB 1945

Air Commodore J. L. Findlay
New Zealand Air Mission
Room 2D0 Munitions Building
Constitution Avenue
Washington, D. C.

Dear Air Commodore Findlay:

As the United States Army Air Forces program for reequipping light bomber groups progresses, a certain number of A-20 aircraft will become surplus to United States requirements. A few of these will be new aircraft, Series G, the bulk will be used aircraft that have had varying degrees of service and will be of the G, H, and J Models.

Certain of the United Nations are being asked for their requirements for these aircraft that can be effectively employed in combat against the enemy. Some of these aircraft are now available and additional ones will become available during the balance of the year. In order that a proper assessment may be made of the relative value to our combined war effort, I am requesting each of those nations to submit their requirements with a statement of anticipated use in the war effort.

While the Royal New Zealand Air Force has no squadrons presently equipped with A-20 aircraft, there will be sufficient of this type available in the Theater to reequip and maintain, for a reasonable period of time, one or two squadrons that might now be operating aircraft of a type less effective than the A-20. I am asking that you ascertain whether or not the Royal New Zealand Air Force has a need for some of these planes to reequip squadrons or in the training establishment required for the support of front line units operating large type aircraft.

Sincerely yours,

Signed
BARNEY M. GILES
Lieutenant General, U. S. A.
Deputy Commander, Army Air Forces

Sig. of Signature

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24 FEB 1945

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DOD INS.
8 Jan. & 30 June 1978
By AS [illegible] EO Dec 12356

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AFAEP-60
MEB:lmf/71172
wtm 17 Feb 45

24 FEB 1945

Air Vice Marshal C. V. Walsh
Royal Canadian Air Force
2222 S Street, N. W.
Washington, D. C.

Dear Air Vice Marshal Walsh:

As the United States Army Air Forces program for reequipping light bomber groups progresses, a certain number of A-20 aircraft will become surplus to United States requirements. A few of these will be new aircraft, Series G, the bulk will be used aircraft that have had varying degrees of service and will be of the G, H, and J models.

Certain of the United Nations are being asked for their requirements for these aircraft that can be effectively employed in combat against the enemy. Some of these aircraft are now available and additional ones will become available during the balance of the year. In order that a proper assessment may be made of the relative value to our combined war effort, I am requesting each of these nations to submit their requirements with a statement of anticipated use in the war effort.

While the Royal Canadian Air Force has no squadrons presently equipped with A-20 aircraft, there will be sufficient of this type available to reequip and maintain, for a reasonable period of time, one or two squadrons that might be operating aircraft of a type less effective than the A-20. I am asking that you ascertain whether or not the Royal Canadian Air Force has a need for some of these planes to reequip squadrons or in the training establishment required for the support of units operating large type aircraft.

Sincerely yours,

Signed

BARNEY M. GILES
Lieutenant General, U. S. A.
Deputy Commander, Army Air Forces

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24 FEB 1945
CSO

Office of Signature

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By [illegible] NARA, Date 1-7-96

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SIGNER'S COPY

AFAEP-40
MAB:maf/71172
wtn 17 Feb 45

24 FEB 1945

Lt. Colonel H. Barotta
Netherlands Purchasing Commission
766 Jackson Place, N. W.
Washington, D. C.

Dear Colonel Barotta:

During the year 1945 the Army Air Forces expect to have a number of used A-20 aircraft surplus to United States requirements. By way of explanation these aircraft will not be second line airplanes or unduly worn. Actually some of the aircraft will be practically new.

The aircraft that will become available are presently being fought by United States units on the Western Front, in Italy, and in the Far East Air Forces. Those located in the European Theater are of two types; one has a gun nose and the other a bomber nose. Those in the Far East Air Force all have the gun nose.

I do not know your Government's intention with respect to future air units that might eventually be deployed in the Far East, in Europe, or in the West Indies, nor do I know your Government's plan for the use of such air personnel as may be liberated in Holland. I am addressing this communication to you in order that the proper authorities may be informed of the availability of these aircraft.

It is the intention, of course, to maintain your units that are now in being through their present channels of supply during the course of the war and the availability of these additional aircraft should be considered as a problem separate from the normal supply procedure.

I am asking that you ascertain whether or not the Royal Netherlands Air Force will have a requirement for any of these aircraft to equip and maintain units that might be brought to bear against our common enemies or in the training installations that you might establish in support of front line units.

Sincerely Yours,
Signed

24 FEB 1945

BARNEY M. GILES
Lieutenant General, U. S. A.
Deputy Commander, Army Air Forces

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8 Jan. & 30 June 1974
By [illegible] NC; Date 12-7-76

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SEC OF AIR STAFF

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AFAEP-40
WMB:hmf/71172
wtm 17 Feb 45

24 FEB 1945

Air Marshal P. Williams
Royal Australian Air Force Representative
Munitions Building
Constitution Avenue
Washington, D. C.

Dear Air Marshal Williams:

As the United States Army Air Forces program for reequipping light bomber groups progresses, a certain number of A-20 aircraft will become surplus to United States requirements. A few of these will be new aircraft, Series G, the bulk will be used aircraft that have had varying degrees of service and will be of the G, H, and K Models.

Certain of the United Nations are being asked for their requirements for these aircraft that can be effectively employed in combat against the enemy. Some of these aircraft are now available and additional ones will become available during the balance of the year. In order that a proper assessment may be made of the relative value to our combined war effort, I am requesting each of these nations to submit their requirements with a statement of anticipated use in the war effort.

While the Royal Australian Air Force has no squadrons presently equipped with A-20 aircraft, there will be sufficient of this type available in the Theater to reequip and maintain, for a reasonable period of time, one or two squadrons that might now be operating aircraft of a type less effective than the A-20. I am asking that you ascertain whether or not the Royal Australian Air Force has a need for some of these planes to reequip squadrons or in the training establishment required for the support of front line units operating large type aircraft.

Sincerely yours,

Signed

BARNEY M. GILES
Lieutenant General, U. S. A.
Deputy Commander, Army Air Forces

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24 FEB 1945

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8 Jan. & 30 June 1974
By [illegible] NC; Date 12-7-76

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SECRETARY OF AIR STAFF

AFAEP-40
WMB:hmf/71172
wtm 17 Feb 45

24 FEB 1945

Air Marshal Douglas Colyer, C.B., D.F.C.
British Joint Staff Mission
Offices of Combined Chiefs of Staff
Washington, D. C.

Dear Air Marshal Colyer:

As the United States Army Air Forces program for reequipping light bomber groups progresses, a certain number of A-20 aircraft will become surplus to United States requirements. A few of these will be new aircraft, Series G, the bulk will be used aircraft that have had varying degrees of service and will be of the G, H, and K Models.

Certain of the United Nations are being asked for their requirements for these aircraft that can be effectively employed in combat against the enemy. Some of these aircraft are now available and additional ones will become available during the balance of the year. In order that a proper assessment may be made of the relative value to our combined war effort, I am requesting each of these nations to submit their requirements with a statement of anticipated use in the war effort.

When a delay in delivery of A-26 aircraft to the United Kingdom was indicated the Air Ministry was doubtful of its ability to keep the United Kingdom squadrons now on A-20's in the fight until the arrival of the A-26's. As the 9th and 12th Air Forces will have a number of the above mentioned A-20's available in the ETO, I am asking that you ascertain whether or not the United Kingdom has a need for some of these airplanes to maintain the squadrons and their training establishments at authorized strength.

If any other requirements is developed for reequipping RAF squadrons now operating aircraft of a type less effective than the A-20 they can also be considered.

Sincerely yours,

Signed

BARNEY M. GILES
Lieutenant General, U. S. A.
Deputy Commander, Army Air Forces

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24 FEB 1945

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By OSD/ISA NC, Date 10-7-76

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SEC OF AIR STAFF

AFAEF-40
WHB:hmf/71172
wtn 17 Feb 45

Air Vice Marshal G. V. Walsh
Royal Canadian Air Force
2222 S Street, N. W.
Washington, D. C.

24 FEB 1945

Dear Air Vice Marshal Walsh:

As the United States Army Air Forces program for reequipping light bomber groups progresses, a certain number of A-20 aircraft will become surplus to United States requirements. A few of these will be new aircraft, Series G, the bulk will be used aircraft that have had varying degrees of service and will be of the G, H, and K Models.

Certain of the United Nations are being asked for their requirements for these aircraft that can be effectively employed in combat against the enemy. Some of these aircraft are now available and additional ones will become available during the balance of the year. In order that a proper assessment may be made of the relative value to our combined war effort, I am requesting each of these nations to submit their requirements with a statement of anticipated use in the war effort.

While the Royal Canadian Air Force has no squadrons presently equipped with A-20 aircraft, there will be sufficient of this type available to reequip and maintain, for a reasonable period of time, one or two squadrons that might be operating aircraft of a type less effective than the A-20. I am asking that you ascertain whether or not the Royal Canadian Air Force has a need for some of these planes to reequip squadrons or in the training establishment required for the support of units operating large type aircraft.

Sincerely yours,

Barney

BARNEY M. GILES
Lieutenant General, U. S. A.
Deputy Commander, Army Air Forces

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By AFHRA, HQ, Date 12-7-76

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SEC OF AIR STAFF

AFAEP-4C
RMB:hmf/71178
wtn 17 Feb 45

24 FEB 1945

Air Commodore J. L. Findley
New Zealand Air Mission
Room 2E9 Munitions Building
Constitution Avenue
Washington, D. C.

Dear Air Commodore Findley:

As the United States Army Air Forces program for reequipping light bomber groups progresses, a certain number of A-20 aircraft will become surplus to United States requirements. A few of these will be new aircraft, Series G, the bulk will be used aircraft that have had varying degrees of service and will be of the G, H, and J Models.

Certain of the United Nations are being asked for their requirements for these aircraft that can be effectively employed in combat against the enemy. Some of these aircraft are now available and additional ones will become available during the balance of the year. In order that a proper assessment may be made of the relative value to our combined war effort, I am requesting each of these nations to submit their requirements with a statement of anticipated use in the war effort.

While the Royal New Zealand Air Force has no squadrons presently equipped with A-20 aircraft, there will be sufficient of this type available in the Theater to reequip and maintain, for a reasonable period of time, one or two squadrons that might now be operating aircraft of a type less effective than the A-20. I am asking that you ascertain whether or not the Royal New Zealand Air Force has a need for some of these planes to reequip squadrons or in the training establishment required for the support of front line units operating large type aircraft.

Sincerely yours,

Signed

BARNEY M. GILES
Lieutenant General, U. S. A.
Deputy Commander, Army Air Forces

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24 FEB 1945

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DOD Dirs.
8 Jan. & 30 June 1974
By AO [illegible] LC, Date 10-1-74

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B-32 Airplane

AC/AS - Material & Services

6 Feb 1945

Chief of Air Staff

1

1. I am of the opinion that the B-32 in its present form is not an acceptable bomber. If we send it to combat as it is, there is every likelihood that the theaters which must use it will register immediate objections and demand that the airplane be modified extensively before it can be used. We can expect repercussions on at least two outstandingly unsatisfactory conditions: the bombardier's position and the weight.

2. If it is possible to anticipate these theater complaints, and to put the airplane in approximately the shape they will want, I believe we would be acting wisely to do so. I am sure that we know by now what is desirable in a combat bomber and that the B-32 is lacking in important items.

3. I desire that qualified people from your office, from OC&R, from the Air Technical Service Command, from Consolidated-Vultee, and from the AAF Board get together and go into these questions thoroughly. I am convinced that something should be done and reasonably sure that something can be done. Probably the best place for such a conference would be at San Diego and, if possible, it should be convened within the next ten days.

4. Will you arrange the meeting with your people and the contractor? Then, inform OC&R and have representatives from their office and the AAF Board attend.

Signed

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

8 FEB 1945

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DOD Dir. 5200.9
8 Jan. & 30 June 1976
By [illegible] NARS, Date 12-[illegible]

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Revision of Aircraft and Combat Crew Planning Factors

AC/AS, Operations, Commitments and Requirements — 3 February 1945

1

Chief of the Air Staff

This office approves your recommendation for publication of attached proposed revisions of AAF Ltr (G) 150-1, (Tab B) and AAF Ltr (G) 150-2 (Tab C).

1 Encl.
Memo 2-2-45 from OCR same subj w/3 Attach.

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

7 FEB 1945

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DOD 5200.
9 Jan. & 30 June 1974
By [illegible] NARS, Date 10-7-76

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CHIEF AFAS Rec'd
NND rmco
74055
Date: 22 Feb 75

FEB 6 1945

SUBJECT: U. S. Navy Requirements, Army-Produced Aircraft

TO: Chief of Naval Operations

1. In reply to your letter of 1 January 1945, every effort has been made to comply with your request with results as detailed below:

a. C-47 - We can furnish unmodified C-47 aircraft to fulfill your 1945 requirements on the delivery schedule below. Modification will have to be done in your own facilities as our modification centers will be unable to do this work until August 1945. Faster delivery can be made of used C-47 aircraft, if acceptable to you.

b. B-26 - In view of the fact that this aircraft is going out of production, we will fulfill your 1945 requirements by delivery of 20 in February and 12 in March 1945.

c. AT-7C/C-45 - As you well know, the production of this aircraft had been scheduled downwards and the facility put into other vital production, namely B-29 and A-26, sub-contracting. We have been able to increase production after 1 July 1945 and can make available to you 25 per month in the last six months of 1945 for a total of 150.

2. These suggested allocations are subject to review at such time as the strategy of the war or production changes indicate such a review is desirable.

3. Though no allocations are made here for 1946, the requirements are included in production planning.

4. Suggested delivery schedules as stated above are:

	J	F	M	A	M	J	J	A	S	O	N	D	TOTAL
C-47	-	5	5	5	5	5	5	5	5	8	-	-	48
B-26	-	20	12	-	-	-	-	-	-	-	-	-	32
AT-7C/C-45	-	-	-	-	-	-	25	25	25	25	25	25	150

5. If the above suggested allocations are acceptable to you, action will be taken to amend JCS 888/4 accordingly.

(5)

2/7/45

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BARNEY M. GILES,
Lieutenant General, U. S. A.,
Deputy Commander, Army Air Forces.

COPY TO: OFFICE OF SIGNATURE

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By [illegible] NLC Date 6-7-76

In reply refer to Initials and No.

Op-31-O1-COT/nml
(SC)A4-1/VV
Serial: 00131

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

1 JAN 1945

From: Chief of Naval Operations.
To: Commanding General, U. S. Army Air Forces.

SUBJECT: U.S. Navy Requirements, Army Produced Aircraft.

Reference: (a) CNO conf ltr Serial 0193331 dated 4 Sept. 1944.

1. Since submission of reference (a) which outlined 1945 Navy requirements for Army produced aircraft, there has arisen an additional requirement for aircraft produced under Army cognizance. This requirement is the result of the greatly increased Navy training program. The Navy has immediate requirements for the types and quantities of aircraft as outlined below:

	First Half 1945	Second Half 1945	First Half 1946
C-47C (Navigation Flying Classroom)	45	3	3
B-26 ((High Speed Towing)	17	15	15
AT-7C (Intermediate Transition Trainer)	317	72	72

Note 1: Since the B-26 is due to go out of production early in 1945, it is desired to get the total quantity requested prior to that time.

Note 2: It is known that there will be considerable difficulty in allocating AT-7C aircraft. UC-45 aircraft if available will serve the purpose for which requested.

2. It is requested that consideration be given to the requirements as stated above as early as practicable and that reference (a) be amended to reflect these requirements. Subject to your confirmation the case will be processed through the normal channels.

s/ J. H. Cassady
J. H. Cassady
By direction

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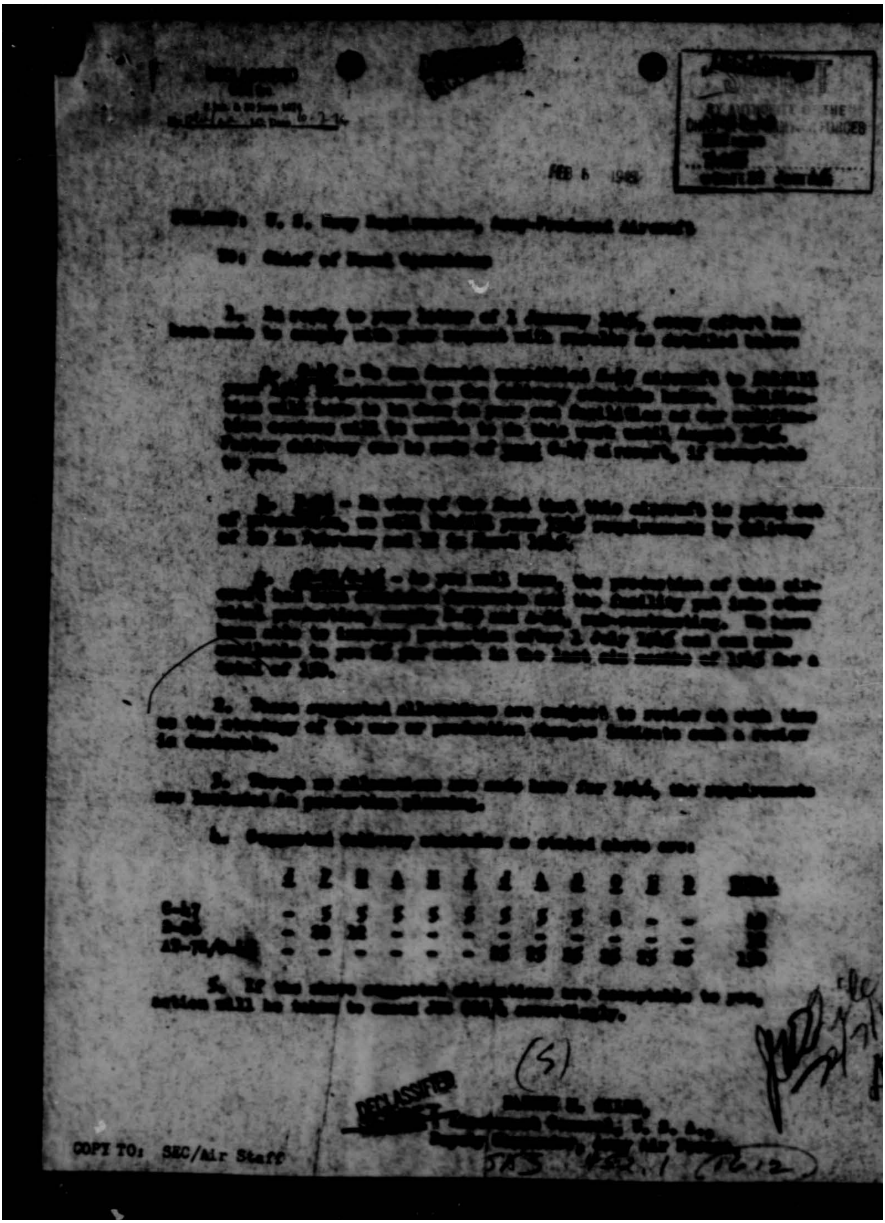

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Authority NND Date 10-7-14

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NAVY DEPARTMENT
OFFICE OF CHIEF OF NAVAL OPERATIONS
WASHINGTON

Op-12-GS-SMS/mcl
(SC)A8-1/37
Serial: 00121

1 January 1945

From: Chief of Naval Operations.
To: Commanding General, U. S. Army Air Forces.

SUBJECT: U. S. Navy Requirements, Army Produced Aircraft.

Reference: (a) CNO conf ltr Serial 01211 dated 4 Sept 1944.

1. Since submission of reference (a) which outlined 1945 Navy requirements for Army produced aircraft, there has arisen an additional requirement for aircraft produced under Army cognizance. This requirement is the result of the greatly increased Navy training program. The Navy has immediate requirements for the types and quantities of aircraft as outlined below:

	First Half 1945	Second Half 1945	First Half 1946
C-47D (Navigation Flying Classroom)	45	3	3
B-26 (High Speed Towing)	17	15	15
AT-7C (Intermediate Transition Trainer)	317	72	72

Note 1: Since the B-26 is due to go out of production early in 1945, it is desired to get the total quantity requested prior to that time.

Note 2: It is known that there will be considerable difficulty in allocating AT-7C aircraft. BC-1E aircraft if available will serve the purpose for which requested.

2. It is requested that consideration be given to the requirements as stated above as early as practicable and that reference (a) be amended to reflect these requirements. Subject to your confirmation the case will be processed through the normal channels.

(S) F. H. CASSADY
J. H. Cassady
By direction

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Priority for P-80 Airplanes

30 JAN 1945

AC/AS, MAS
AC/AS, OCAS
AC/AS, Plans
AC/AS, Training
Chief of Staff, 20th Air Force

FROM: Deputy Chief of Air Staff

1. Meeting and Record sheet, dated 19 January, from General Giles to General Powers, is quoted below:

"1. I discovered on my recent trip that we cannot accept our present production estimates for the P-80 jet fighter. The situation in MTO as respects the growing use of German jet fighters and the threat which will shortly be offered in this connection makes mandatory our early operational employment of the only effective counter-measure, which, so far as we know, is our own jet fighter.

"2. I realize that we have been making every effort to produce the P-80 in quantity as early as possible and without too much interference with other production. I want now to produce the P-80 in quantity soon and am ready to accept substantial losses in other aircraft production if necessary.

"3. Do an 'all out' basis let me know what you can do and what the cost is."

2. At the Staff Meeting, 29 January 1945, it was directed that the P-80 airplane be placed on the same production priority as the B-29. In any case, where the P-80 production interferes with B-29 production, full details will be presented to the Chief of Air Staff.

Signed

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

30 JAN 1945

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SAS 452.1 (16-11)

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9 Jan. & 20 June 1974
By ... NAF. SC. Date 10-7-74

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MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Bomb Capacity of the A-26

1. General Giles, against radio CM-IN-30020 from St. Germain, dated 30 December, which appeared on Page 1 of the 31 December Cable In-Log, wrote: "General Wilson, we should do some experimenting on this."

2. The radio under discussion contains a report of the Ninth Air Force's experience with the A-26 and indicates that the Ninth is presently experimenting with methods of carrying 12 or 14 each 250 lb. bombs within the bomb bay. The AC/AS MAS has been requested to investigate this problem, specifically with a view to finding the solution, and in addition has been requested to provide additional flexibility of bomb internal loading in the A-26.

WILLIAM F. McKEE
...S.
Acting Asst. Chief of Air Staff
Operations, Commitments & Requirements

1-2-45

1/2/45

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8 Jun. & Whites 1974
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Jet Fighters

AS/AS, Material & Services

Chief of the Air Staff

26 Jan 45

PUT/ovs/2065

Please expedite the desired information on jet fighters.

Signed

PATRICK V. TIMMERMAN,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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26 JAN 1945

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19 JAN 1945

1

1. I understand on my return that we cannot accept our present production commitments for the P-80 Jet Fighter. The situation in ETO as regards the growing use of German Jet Fighters and the threat which will shortly be faced in this connection makes mandatory our early operational employment of the only effective countermeasure, which, so far as we know, is our own Jet Fighter.

2. I realize that we have been making every effort to produce the P-80 in quantity as early as possible and without too much interference with other production. I want now to produce the P-80 in quantity soon and am ready to accept substantial losses in other aircraft production if necessary.

3. Do we still not hear from you what you can do and what the cost is.

Copy to Col

Signed

BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces and
Chief of Air Staff

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AFAMA-1
Col Hockett/Col Phillips/ss
3601-71500 W/17 Jan 45
Gen Powers/1s-3153

1/19/45

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The Commanding General
Army Air Forces
Date Initials

MEMORANDUM FOR THE CHIEF OF STAFF

SUBJECT: Jet Propelled Aircraft Program

1. The Lockheed P-80A will be the first jet fighter we will place into combat and every effort is being made to commit this model by fall of this year.

2. This aircraft is powered by the General Electric type I-40 jet propulsion engine which is being manufactured by the General Electric Company at Syracuse, New York, and the Allison Engine Division of General Motors at Indianapolis, Indiana.

3. The P-80A is now in production at the Lockheed Aircraft Corporation, Burbank, California, and is also to be produced by the North American Aviation Corporation at the Kansas City plant. Production is expected to be under way at the latter plant by October 1945. According to present plans, by August 1946 peak production at these plants will be attained at the rate of 750 per month.

4. There are several other promising jet fighter types under development, one of which is the Republic XP-84 which will be powered with the General Electric TG-180 jet propulsion engine. Quantity production of these more efficient jet engines is contemplated at Tonawanda, New York by Chevrolet Motor Co. First flight of the experimental model is anticipated in June or July of this year. It will have better performance than the P-80A although the latter has been tested and is considered ready for combat.

5. The Army Air Forces also has under phase contracts development, several bombardment type aircraft propelled by jet engines.

For the Commanding General, Army Air Forces:

/s/
B. M. G.
BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces

DG/AS
cc: AMB
AMA-1
AMA-4
AFAMA-2 DG/AS

cc Secy/Asst Staff

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Jet Propelled Aircraft Program

Secretary of Air Staff

17 Jan 45

AC/AS, Materiel and Services

1

Lt.Col. Beckett/Col. Phillips/ce 71580

Reference your instructions this morning, 17 January, there is submitted for signature, a proposed memorandum for General Marshall on the jet aircraft program.

(Signed) E. M. Powers

E. M. POWERS
Brigadier General, U. S. A.
Deputy Asst. Chief of Air Staff,
Materiel and Services

1 Incl:
Proposed Memo for
Gen. Marshall.

(L091) 1.2 USA SAS

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By ... NARS, Date 10-9-96

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19 JAN 1945

MEMORANDUM TO ASST CHIEF OF AIR STAFF, MATERIEL AND SERVICES:

Subject: P-63 Production

1. The present critical AAF shortage of P-47's and the heavy prospective requirement of the AAF and other recipients for this model has necessitated alteration of our plan to implement with P-47's three (3) French squadrons which we are committed to support. These squadrons are now equipped with P-39's.

2. It is now proposed to implement these French Squadrons with P-63's. Present scheduled production of the P-63 is 240 airplanes per month during January, February and March 1945 and 200 per month thereafter. An increase in scheduled production to 250 articles per month, such level to be maintained as soon as possible and maintained thereafter will permit us to meet the French requirement. It is understood that this revised scheduling of the P-63 can be accomplished without detriment to other aircraft production.

3. It is desired that you initiate action to increase scheduled production of the P-63 to a level of 250 per month through June 1946 as rapidly as practicable.

Signed

BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces and
Chief of Air Staff

19 JAN 1945

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DOD Dir.
E.O. Dec. 10-7-74

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19 JAN 1945

MEMORANDUM TO ASST CHIEF OF AIR STAFF, MATERIEL AND SERVICES:

Subject: P-47 Production

1. Beginning in June, 1945, present P-47 scheduled production at Republic, Evansville, decreases from 300 per month to 200 per month.

2. The current shortage and prospective requirements of the Army Air Forces and other recipients of the P-47 indicate the necessity of maintaining full production of this airplane. It is understood that this can be accomplished without interference with the manufacture of B-29 parts at Evansville.

3. It is desired that you initiate action to maintain production of the P-47 at the level of 600 airplanes per month through June 1946 rather than permitting such production to decline to 500 per month as now scheduled.

Signed

BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces and
Chief of Air Staff

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19 JAN 1945

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DECLASSIFIED by authority of General AAF

Date Initials

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NND 963...
By ... NARS, Date 10-7-74

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

MEMORANDUM TO CHIEF OF AIR STAFF: 17 JAN 1945

SUBJECT: Production of P-47 and P-63

1. At the Air Staff meeting 15 January 1945 you directed verbally:

a. P-47 production will be maintained at 600 airplanes per month. This represents an increase of 100 per month above present schedules beginning in June, 1945.

b. Substitution of P-63 for P-47 will be made in allocations to the French.

2. Maintenance of the current production levels of P-47 at both Republic-Farmingdale and Republic-Evansville will accomplish the desired continuing production of 600 P-47s per month. It is understood that this can be effected without interference to Republic's B-29 sub-contracts.

3. The AAF is committed to support nine (9) fighter squadrons for the French. Six (6) of these squadrons are now equipped with P-47s and three (3) with P-39s. Present schedule of allocations to the French is:

	Jan-June 1945(c)	July-Dec 1945(d)
P-47	183	458(a)
P-39	92(b)	-

(a) To supply attrition to six existing P-47 Sqs and convert three P-39 Sqs.
(b) From AAF stocks in the theater.
(c) Firm allocations under JCS 724/1.
(d) Tentative allocations.

4. It is believed desirable to maintain the six (6) French squadrons now equipped with P-47s on that model. Conversion to any other model could only be accomplished at the expense of 225 airplanes for unit equipment and reserve plus loss of operational effort by these units. The requirement for supporting the squadrons as presently equipped is only 30 per month.

5. Implementing the three (3) remaining French squadrons now on P-39s, with P-63s requires 113 airplanes for unit equipment and reserve plus 15 per month for attrition replacement at the rate of 20% of UE per month.

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6. Present scheduled P-63 production is 240 per month during January, February and March 1945 and 200 per month thereafter. It is understood that this can be increased to a level of 250 per month without interfering with other aircraft production. Increase in P-63 production above the 250 per month level would involve labor and GFE shortages.

7. By increasing P-63 production to 250 per month as expeditiously as practicable it would be possible to:

a. Begin implementation of the three (3) French P-39 squadrons with P-63 in April or May 1945.

b. Because of 7a, reduce P-47 allocation to French during the second half of 1945 from 458 to 180, a saving in this model to AAF of 278.

c. Accumulate a cushion of approximately 35 P-63s per month during the second half of 1945.

8. RECOMMENDATION

Approval of attached Memoranda to AC/AS, M&S directing:

a. Maintenance of P-47 production at a level of 600 per month.

b. Increase in P-63 production to a level of 250 per month.

William F McKee

WILLIAM F. McKEE
Colonel, G.S.C.
Acting, Asst. Chief of Air Staff
Operations, Commitments & Requirements

2 Incls.
Incl 1 - Memo re P-47
Incl 2 - Memo re P-63

OCR
Attached memos have been signed by Gen Giles

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DOD Dir. 5 Jan. & 20 June 1974
By [illegible] NLC Date 10-7-14

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Modification of B-24's

Chief of the Air Staff 1/10/45

General Arnold.

I note that at this writing there are 520 B-24's being modified in the Modification Centers. I also note that there are 50 different kinds of modifications being given these B-24s. Apparently every Commander has different modifications for his particular airplane.

This will stop. The only modifications to be made on the B-24s will be those essential from the life-and-death point of view and from the must, in-order-to-carry-out-their mission point of view.

In my opinion the B-24 is approaching the obsolescent stage; and we will not try to improve it by making all the additions which, in the end, will deprive it for its flying characteristics. General Doolittle says it is so heavy now it cannot fly in formation, and what we are doing now is further accentuating that imperfection in its flying qualities.

It is therefore desired that you take the necessary steps to review the modifications being made on the 520 B-24s and cut out every modification which is not of the must character, and standardize all B-24s for every theater.

I would like a report on the action taken not later than Saturday noon.

H.H.A.

TO: AC/AS - OCAR Date. 10 Jan 45.....

From: Chief of the Air Staff. Comment No. 2

1. It is desired that you get together with representatives from the Office of AS/AS - Materiel & Services and carefully review the entire problem stated by the Commanding General in the above comment.

2. Your recommendations for proposed action to reduce B-24 modifications [illegible] standardize this aircraft for all theaters will be submitted to the Chief of [illegible] not later than the close of business on Friday, 12 January 1945.

By. to AC/AS - MAS

RECORDED

PATRICK W. TIMBERLAKE
Major General, U. S. A.
Acting Chief of the Air Staff.

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DOD Dir.
8 Jun. & 28 June 1954
By [illegible] NSC, Date 10-1-76

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JOS - Lt.Col.A.P.Tuppen/mah/71085

(Written 10 January 1945)

AFDAS-1

10 JAN 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Standardization of B-24 Airplanes

1. This office is taking immediate action to assist AC/AS, OCAR in standardizing the various B-24 airplanes that have been directed to be modified for each theater.

(Signed) E. M. Powers

E. M. POWERS
Brigadier General, U. S. A.
Deputy Asst. Chief of Air Staff,
Materiel and Services

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DOD Dir. 5 200.9 & 30 June 1974
Authority NND 760030 By [illegible] NARA, Date 10-7-16

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Modification of B-24's

DECLASSIFIED

AC/AS - Operations, Commitments & Requirements

17 Jan 1945

Chief of Air Staff

5

POT/ln/5265

1. General Giles, as a result of his conference in France, has stated that the ETO will accept the MTO B-24. He further states that after the conference, General Ecolitis requested certain small modifications. General Giles does not have the details of these modifications.

2. It is desired, therefore, that you take the necessary action, obtaining the necessary information either by cable or asking the two theaters concerned to send representatives here, to provide one type of B-24 aircraft (standard bomber) to the 8th and 15th Air Forces.

Signed

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

Incl:
n/e

~~SECRET~~

18 JAN 1945

SAS 452.1 (16 Jan 45)

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SAS Ltr Gen Staff 452.1 (16 Jan 45)

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DOD Dir.
By [illegible]

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Modification of B-29s.

Chief of the Air Staff 1/10/45

General Arnold 1

I note that at this writing there are 500 B-29s being modified in the Modification Centers. I also note that there are 30 different kinds of modifications being given these B-29s. Apparently every Commander has different modifications for his particular airplane.

This will stop. The only modifications to be made on the B-29s will be those essential from the life and death point of view and from the work, in order to carry out their mission point of view.

In my opinion the B-29 is approaching the obsolescent stage; and we will not try to improve it by making all the additions which, in the end, will deprive it of its flying characteristics. General Doolittle says 10-15 do heavy war it cannot fly in formation, and what we are doing now is further accentuating that imperfection in the flying qualities.

It is therefore desired that you take the necessary steps to review the modifications being made on the 500 B-29s and cut out every modification which is not of the most elementary, and standardize all B-29s for every theater.

I would like a report on the action taken not later than Saturday noon.

H.H.A.

CC:
General Echols
AAFE
Plans
Training

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DOD Dir. 5 200.9 & 30 June 1974
By [illegible] NCI, Date 10-7-76

DECLASSIFIED

B-24 Auxiliary Hydraulic System Modification

Asst C/AS, MRS, Material Division

Asst C/AS, OCR, Requirements Division

JAN 5 1945

1

Lt Col McElroy-ec-2602

1. Inclosed basic letter, subject "B-24 Hydraulic System Modification" and first indorsement, are forwarded for investigation and necessary action if deemed advisable.

2. It is recommended that this request for modification be considered in the light of recent efforts to standardize B-24 modifications. If this modification is desirable for the Fifteenth Air Force and is so recommended, it should be incorporated on all B-24 aircraft.

3. Request this office be notified of action taken.

1 Incl
Ltr fr 15 AF, subj as above, 18 Dec 1944 w/1 Ind and 2 incls

Bomb. Br. _____

Aire. Sec. _____

AFHRO/M _____

C. J. COCHRANE
Lt. Colonel, A.C.
S. F. GIFFIN
Colonel, G.S.C.

SAS 452.1 (1004)

1/9/45

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1/10/45

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Bob Timberlake

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NARS, Date 10-2-76

~~CONFIDENTIAL~~

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WRTH: AFRAL
GMS:rsh/3131
Rm. 5D-1091
5 Jan 45

10 JAN 1945

Maj. General William S. Knudsen
Director, Air Technical Service Command
Wright Field
Dayton, Ohio

Dear General Knudsen:

I appreciate the position of the Air Technical Service Command with respect to your backlog of overhaul requirements and the equipment restrictions as outlined in your recent letter. The priority list for overhaul which was recently furnished your Command should assist in obtaining maximum benefit from available manpower.

It appears that the statement of the Training Command that they have no shortage of suitable airplanes for their training requirements is a current statement and does not provide for future attrition and special modification projects. In addition to the 90 B-24's which they will require for installation of engineer panels, they now have a requirement for 160 for installation of central fire control system. It has just been decided to allot 36 new B-24's from production for the former, but the allocation of new B-24's for the latter will remain under advisement for several days. The allotment of many new B-24's to training from production or storage is not feasible due to an impending shortage of heavy bombers in overseas theaters.

We have just completed a requirement study, using the most realistic factors obtainable, and it shows that present heavy bomber production and the use of the bombers now in storage will still leave us with an accumulated shortage of approximately 200 B-29's and 600 B-24's in September. In order to assist in relieving this deficit, it is essential that a number of our many heavy bombers be returned from theaters, reconditioned and used for training after installation of such special equipment as is necessary. Approximately 150 have now been ordered back from the theaters.

Authorization has been given you to increase your personnel allotment by 500, and an additional allotment can be arranged upon receipt of your estimated requirements to cover this project.

Sincerely,

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

BARNEY M. GILES,
Lieutenant General, U. S. Army,
Commander, Army Air Forces and
Chief of Staff.

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11 JAN 1945

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SAS 45-2.1 (1113)

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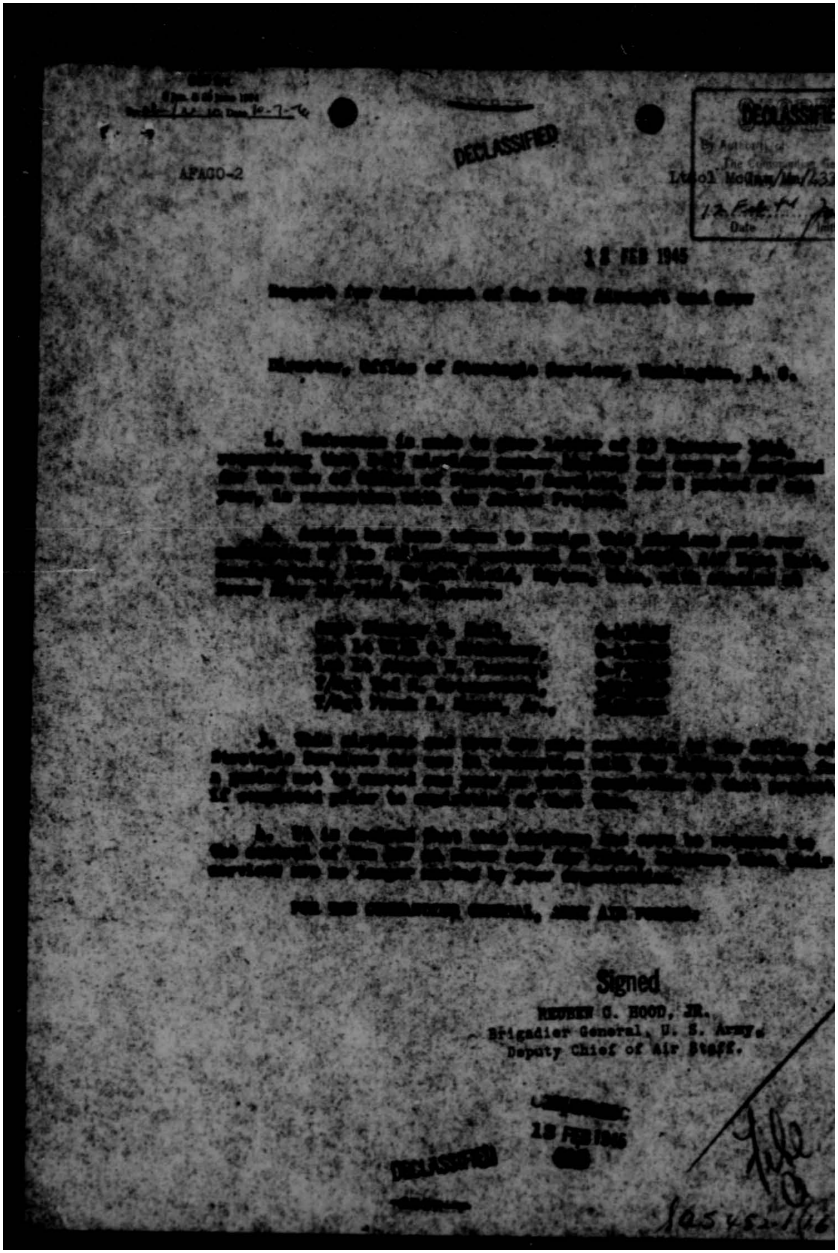

AFAGO-2

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18 FEB 1945

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

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DOD Dir. 5200.9
9 Jan. & 20 June 1974
By OA NA, DC, Date 10-7-16

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Request for Assignment of One B-17 Aircraft and Crew

Air Communications Officer

FEB 6 1945

AC/AS, Plans

CVH/ma/6722

1. This office concurs with the action recommended in Comment #7 and with the attached draft of a letter from the Commanding General, AAF to the Director, Office of Strategic Services, Washington, D. C.

2. It is recommended that the letter be dispatched and that a copy of the letter be forwarded to Headquarters, Air Technical Service Command, Wright Field, Ohio.

2 Incls
n/c

JOE L. LOUTZENHEISER
Brig General, U. S. A.
Chief, Operational Plans Division

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Request for Assignment of one B-17 Aircraft and Crew

Air Communications Office
Hdqrs. AC/AS, Operations, Commitments and Requirements

5 January 1945

Chief of the Air Staff

1. Pursuant to paragraph 4 of Memorandum No. 3, Lt. Colonel J. B. Miller of the Air Communications Office discussed this matter with this Office.

2. It is desired that an assignment be made of one aircraft and crew to the CBI. However, due to the importance of this project and with the view in mind that it will definitely increase the war effort it is requested that B-17 aircraft No. 42-97555 and the crew listed in the basic memorandum be assigned to the CBI for a period not to exceed one year upon which time the project may be accomplished. Both aircraft and crew will remain assigned to the Army Air Forces.

3. It is requested that your office prepare a reply to the CBI [redacted].

1 Incl.
n/c

Signed
P. E. HURL, JR.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

5 JAN 1945

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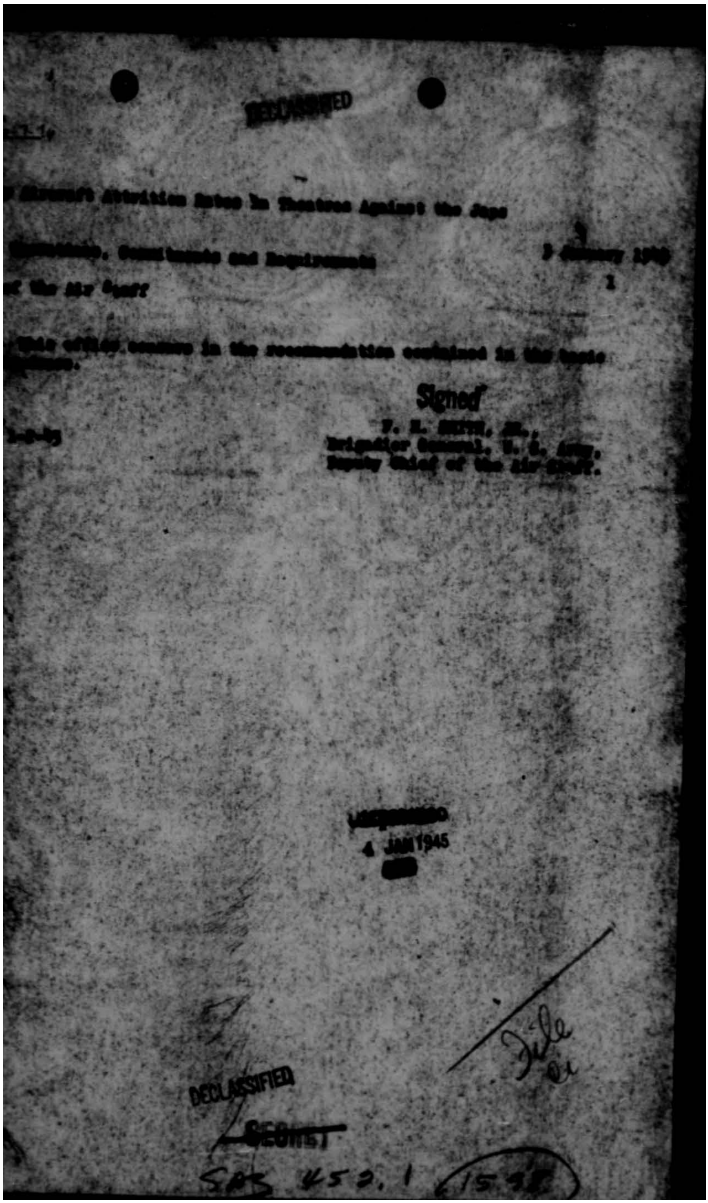

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Strategic Bombing Survey in Theaters Against the Japs

Organization, Functions and Requirements 3 January 1945

of the War Staff 1

This office concurs in the recommendation contained in the basic memo.

Signed

J. E. HULL, Jr.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

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4 Jan 1945

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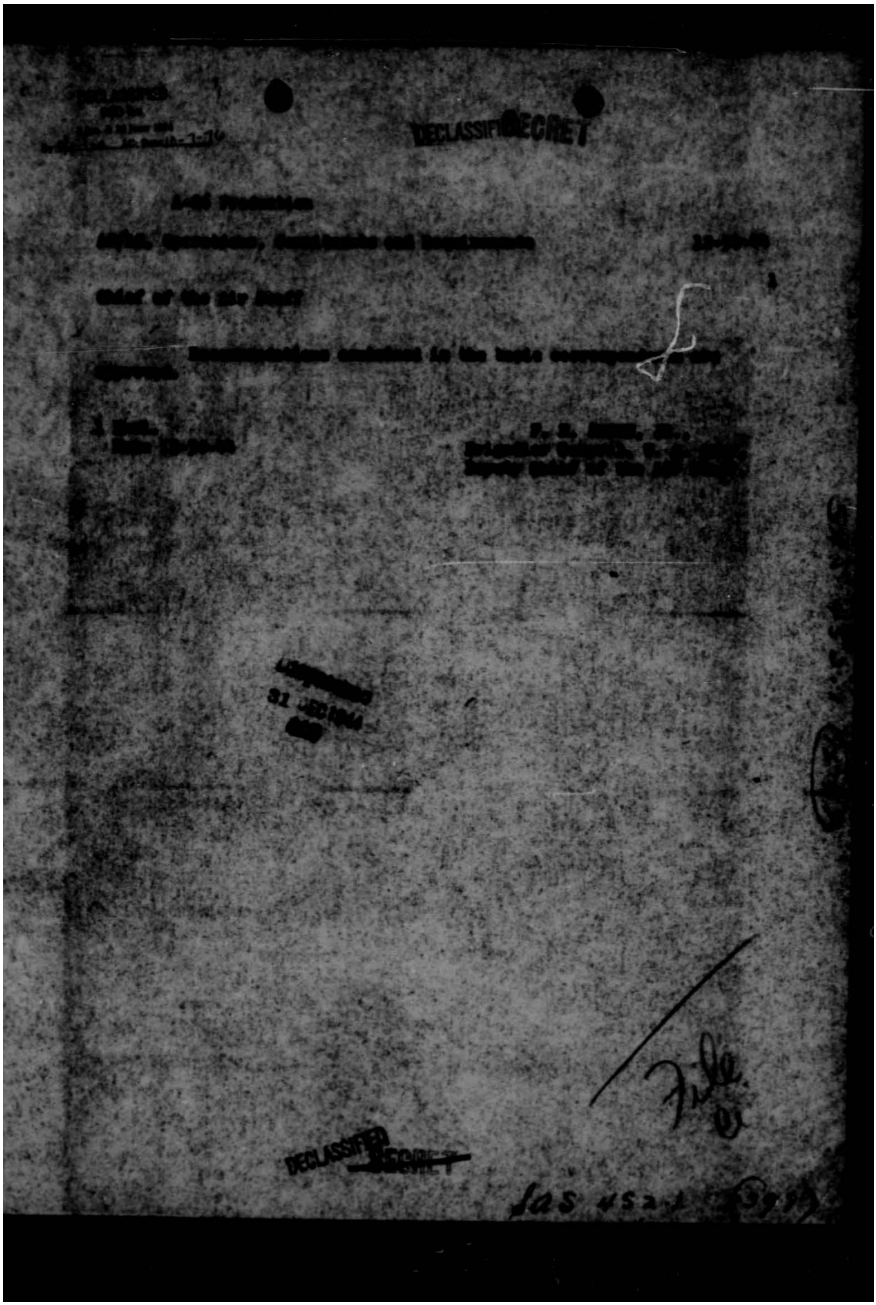

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DOD Dir. 5 Jan. & 30 June 1974
By Other Auth. SEC Date 10-7-94

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AFPAMgF
Maj Hagenbeck 73489
(Written 28 Dec 44)

12-28-44

Allocation of Two P-61A Aircraft to the U. S. Navy
Reference: [illegible] (45)44-6/TV Ser. No. 162970
Serial: enclosed

Chief of Naval Operations
Navy Department
Washington 25, D. C.

1. In accordance with the request in your letter of 20 December 1944, action has been initiated to allocate two (2) P-61A aircraft to the Navy. Subject to approval of the Joint Allocations Committee, the 45th and 46th production airplanes will be allocated for this purpose, and it is suggested that they will become available in May or the first part of June 1945.

2. It is agreed that tests of the type described in your letter will undoubtedly be of mutual benefit to the Navy and the Army Air Forces, and periodic reports on the results of such tests will be appreciated.

For the Commanding General, Army Air Forces

FHS

AFDAD AFDRB AFDSR AFDRC AFDRN AFDDA AFPAL AFDPS

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DOD ltrs.
8 Jan. & 30 June 1974
By [illegible] NC; Date 10-7-76

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AFRAD:F

20 DEC 1944

MEMORANDUM FOR CHIEF OF THE AIR STAFF:

SUBJECT: Allocation of Two P-82A Aircraft to the U. S. Navy

1. The attached letter to the Chief of Naval Operations is submitted for signature.

2. The Chief of Naval Operations has requested the allocation of two P-82A aircraft to the U. S. Navy to afford an earlier opportunity to evaluate jet-propelled aircraft in carrier operations than will be possible if such tests are deferred until the XFD-1 is available. It is recommended that the request be granted subject to the approval of the Joint Allocations Committee.

3. In addition to their value to the Navy, results of the projected tests should prove extremely valuable to the Army Air Forces in possible future operations involving ferrying P-80's aboard carriers. Considering the over-all value of the subject allocation, the loss of one P-82A each by the Army Air Forces Board and the 412th Fighter Group should not seriously affect the projects of these organizations.

DONALD WILSON
Brigadier General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

1 Incl.
Proposed ltr to
C of N O

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SAS 452.1 (15-93)

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DOD ltrs.
8 Jan. & 30 June 1974
By [illegible] NC; Date 10-7-76

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AFRAD:F
Maj Hgtrs Ltr 72-82
(Written 16 Dec 44)
24 DEC 1944

Allocation of Two P-82A Aircraft to the U. S. Navy
Reference: Op-13-B-3/ml (SC)A4-2/VV Ser. No. 1457VO
Serial: 000000

Chief of Naval Operations
Navy Department
Washington 25, D. C.

1. In accordance with the request in your letter of 20 December 1944, action has been initiated to allocate two (2) P-82A aircraft to the Navy, subject to approval of the Joint Allocations Committee, the 7th and 14th production airplanes will be allocated for this purpose, and it is expected that they will become available in May or the first part of June 1945.

2. It is agreed that tests of the type described in your letter will undoubtedly be of mutual benefit to the Navy and the Army Air Forces, and periodic reports on the results of such tests will be appreciated.

For the Commanding General, Army Air Forces

Signed

FREDERIC H. SMITH, JR.
Brigadier General, U. S. Army,
Deputy Chief of Air Staff

24 DEC 1944

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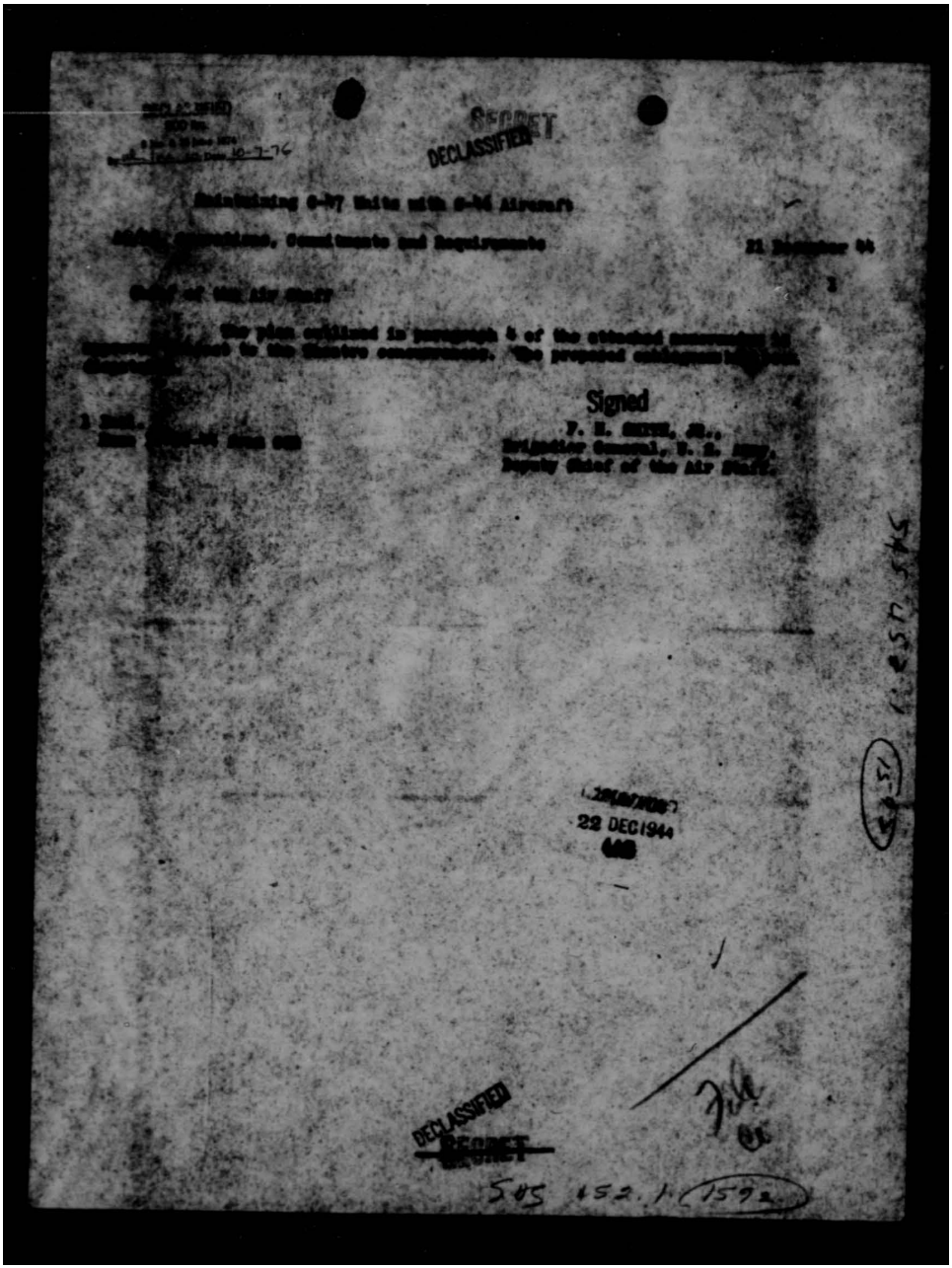

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Redeploying B-17 Units with B-24 Aircraft

Signed

22 DEC 1944

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DOD Dir.
8 Jun. & 30 June 1954
By [illegible] Date 10-7-76

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CHIEF
DATE INITIALS

Navy C-54 Requirements for 1945

Deputy Chief of the Air Staff

16 December 1944

1

AS/AS Plans

CCJ:mcc 71127

Attached draft memorandum for Vice Admiral A. W. Fitch, DCNO (Air), prepared for General Arnold's signature.

Signed
L. S. KUTER,
Major General, U. S. A.,
Assistant Chief of the Air Staff, Plans.

Incl -
as desc'd abv

(0651) 1-2-54 SWS

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DOD Dir.
8 June 1974
By [illegible] Date 10-1-74

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December 17, 1944

MEMORANDUM FOR DEPUTY CHIEF OF NAVAL OPERATIONS (AIR),
VICE ADMIRAL ARTHUR W. RADFORD:

Subject: Navy C-54 Requirements for [illegible]

1. On December 6th Admiral Cassady of your Office outlined the Navy's C-54 requirements for 1945 to a meeting of my staff and made the statement that 240 C-54's, which was stated to be the Navy's minimum requirement for that year, had been approved [illegible] as that when which was 48 more than the Army Air Forces could submit to balance an equal number of this type into production at the Douglas-Chicago plant.

2. My staff has restudied the AAF projects requiring C-54's in 1945 with a view to meeting your request and I find that I am unable to do so at this time. The availability of C-54's is based on a production schedule which is a very optimistic one, particularly in the latter part of the year, and to increase the AAF allotment from 192 would further jeopardize AAF projects which must be carried through.

3. I propose that 192 C-54's be set up in our requisition to the Joint Chiefs of Staff, 72 in each six months of 1945, and that an examination of Navy and AAF requirements and production be made in May with a view to amending the 192 figure at that time based upon production and Air Transport operations.

4. I must say, however, that your set up for 12 C-54's as flagships did not strike a very harmonious note with me.

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

[illegible]
17 DEC 1944

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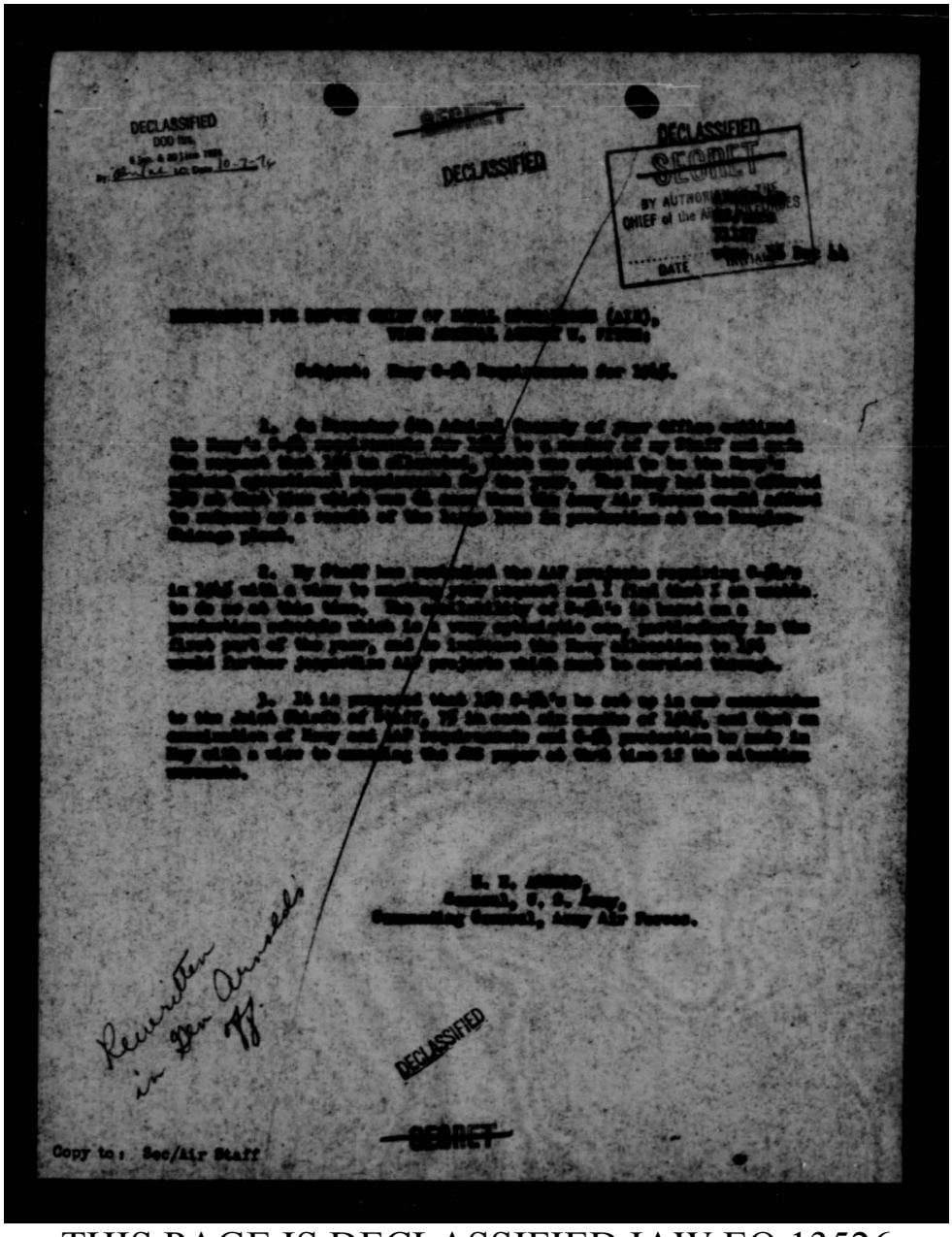

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DRAFT

MEMORANDUM FOR: All offices of the Air Staff
All Assistant Chiefs of Air Staff
All Special Offices of the Air Staff
Air Transport Command

SUBJECT: Coordination of OSS Activities

1. All divisions and agencies of The Air Staff who have contacts with the Office of Strategic Services will immediately designate one officer within their division or agency through whom all OSS matters will be cleared.

2. These designated officers will immediately contact the AC/AS Plans, Colonel C. V. Whitney, Chief of Projects Branch, in order to establish procedures to insure that all OSS matters connected with Army Air Forces (except Intelligence) are coordinated through the Office of AC/AS, Plans.

By command of General ARNOLD:

BARNEY M. GILES
Lieutenant General, U.S. Army
Deputy Commander, Army Air Forces and
Chief of Air Staff

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AHP-55
WTR 19 Dec 44
CVW/ma/6722

27 DEC 1944

Major General Wm. J. Donovan
Office of Strategic Services
Washington, D. C.

Dear General Donovan:

In order that all matters pertaining to your office which concern the Army Air Forces (except Intelligence) be properly coordinated and channelized it is requested that such matters be referred to the office of AC/AS, Plans. Colonel C. V. Whitney, Chief, Projects Branch of Operational Plans Division, has been designated the specific individual to whom pertinent matters will be referred.

Sincerely,

Signed
BARNEY M. GILES
Lieutenant General, United States Army
Deputy Commander, Army Air Forces and
Chief of Staff

OFFICE OF SIGNATURE

Return to AFSAS
27 DEC 1944
R. 3E-1049

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DOD Dirs.
8 Jun. & 30 June 1974
By [illegible] LC, Date [illegible]

OSS Requests for Aircraft

AC/AS, Plans

Date 16 December 44

Chief of the Air Staff

Comment No. 1
FHS, JR:JT 6371

1. It is believed that your office is the appropriate agency of this Headquarters to handle OSS matters.

2. It is desired that you prepare a letter for General Giles' signature to OSS stating that all OSS matters concerning the Army Air Forces will be referred to the Office of AC/AS, Plans, and designating the specific individual of your office to whom pertinent matters will be referred.

1 Incl.
Memo to Gen Kuter 12-14-44
same subj

F. H. SMITH, JR
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

[redacted]

TO: Chief of Air Staff

Date DEC 19 1944

FROM: AC/AS, Plans

Comment No. 2
CVW/mm/6722

In compliance with directions in your Comment No. 1 same subject, attached herewith is a letter prepared for General Giles' signature to the Office of Strategic Services designating Colonel C. V. Whitney, Chief, Projects Branch of Operational Plans, as the specific individual to whom OSS matters will be referred.

1 Incl:
Withdrawn
Added
Ltr for Gen Giles' sig.
described abv.

JOE L. [illegible]TZENHEISER
Brig General, U. S. A.
Chief, Operational Plans Division

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C
O
P
Y

Major General Wm. J. Donovan
Office of Strategic Services
Washington, D. C.

17 DEC 1944

Dear General Donovan:

In order that all matters pertaining to your office which concern the Army Air Forces (except Intelligence) be properly coordinated and channelized it is requested that such matters be referred to the office of AC/AS, Plans. Colonel C. V. Whitney, Chief, Projects Branch of Operational Plans Division, has been designated the specific individual to whom pertinent matters will be referred.

Sincerely,

Signed

BARNEY M. GILES
Lieutenant General, United States Army
Deputy Commander, Army Air Forces and
Chief of Staff

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Copy for AFSAC

SOS 452.1 (1589)

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DOD Dir.
6 Sep. & 30 June 1974
By [illegible] NARS, Date 10-7-74

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OSS Requests for Aircraft

AA/AS, Plans 15 December 44

Chief of the Air Staff FRS,JR:ff 6971 1

1. It is believed that your office is the appropriate agency of this Headquarters to handle OSS matters.

2. It is desired that you prepare a letter for General Eisler's signature to [redacted] that all OSS matters concerning the Army Air Forces will be referred to the office of AA/AS, Plans, and designating the specific individual of your office to whom pertinent matters will be referred.

1 Incl.
Memo to Gen Eisler 12-14-44
(Memo only)

F. H. SMITH, JR.,
Brigadier General, U. S. Army.
Deputy Chief of the Air Staff.

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18 DEC 1944
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DOD Dir. 5200.9 Sept. 27, 1979
By [illegible] Date 12-7-94

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Tentative Tactical Aircraft Allocations for January-June 1945

To: AC/AS, Materiel and Services
(Major General Timberlake)

DATE 15 December 1944
COMMENT NO. 1
FILE 320.2 (8-27-44)

From: Chief of the Air Staff

Your office is authorized to use the temporary allocation schedule enclosed with Comment No. 1 until such time as a formal Munitions Assignments Committee (Air) Schedule is approved.

Signed

Encl.
n/c

F. L. ANDREWS, Jr.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

15 DEC 1944

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DOD Dir. 5200.9
E.O. 12958, Sec. 3.6 & 3.10
By [illegible] NARA, Date 6-7-10

Stripping of Aircraft for 315th Wing

Asst C/AS, M&S, Materiel Division

Asst C/AS, CCR, Requirements Division

Capt Michehl/alj/72497

1. In conjunction with the plan to strip the 315th Bombardment Wing VH of all armament except the tail turret and install the AN/APG-15 equipment within the tail turret, it is requested that information be furnished this office as to the modification center where the aircraft for this organization are to be modified. Further, the number of AN/APG-15 necessary to equip subject aircraft and the place to where the AN/APG-15 should be shipped should also be furnished.

2. In addition to the information requested above, it is requested that all B-24 aircraft now being modified to accept central fire control equipment for training be equipped with AN/APG-15 equipment as soon as possible in order that training of gunners on fire control equipment utilizing the radar gunsight can begin immediately.

3. The anticipated installation date of the first item on B-24 aircraft should be furnished this office.

Bomb Br _____

CET Sec _____

AFREQ/M _____

C. J. COCHRAN
Brig. General, U.S.A.
S. F. GIFFIN
Colonel, GSC

[illegible] VIA AIR MAIL
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12/13/44
Gen Timberlake

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DOD Dir. 5 200.10 & 30 June 1974
By AL-Land NC: Date 10-7-76

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4 DEC 194

General H. H. Arnold,
Commanding General,
Army Air Forces,
Washington 25, D. C.

Dear General Arnold,

Pursuant to your letter of 22 November 1944, I have made a personal investigation of the action taken by my staff in relation to the declaration of aircraft as excess. I find that during the period 1 October to 30 November the following action has been taken:

P-47s: A total of twenty-seven (27) P-47 type aircraft have been declared as excess. These aircraft have all been inspected by Air Technical Service Command Depot Inspection teams and declared as being beyond economical repair in accordance with AAF Regulation 65-27.

P-24s: None have been declared as excess.

Misc. Types: None have been declared as excess except types stated in AAF Letter 65-16 as being obsolete and excess to AAF requirements. Aircraft of these types are being declared excess as rapidly as suitable replacements are made available, or their requirements no longer exists.

In addition to the aircraft stated above, a Depot Inspection Team from Base Air Technical Service Command recently recommended that twenty-nine (29) P-47 aircraft located in the Rome area be declared as excess because of their being beyond economical repair in accordance with the provisions of AAF Regulation 65-27. As a result of the critical shortage of P-47 aircraft within this air force, no action has been taken to declare them as excess. They are being maintained in flyable condition and used in the training program.

I fully appreciate our obligation to our fighting forces overseas, and to the people of this country, and assure you of my personal control over this problem of training-unsafe aircraft. Aircraft assigned to this air force will be repaired in all cases when the estimated man-hours

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for accomplishment are within the maximum allowable under AAF Regulation 35-37.

Sincerely yours,

F. O'D HUNTER
Major General, U. S. Army
Commanding

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NC, Date 10-7-76

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14 DEC

General H. H. Arnold,
Commanding General,
Army Air Forces,
Washington 25, D. C.

Dear General Arnold,

Pursuant to your letter of 22 November 1944, I have made a personal investigation of the action taken by my staff in relation to the declaration of aircraft as excess. I find that during the period 1 October to 30 November the following action has been taken:

P-47s: A total of twenty-seven (27) P-47 type aircraft have been declared as excess. These aircraft have all been inspected by Air Technical Service Command Depot Inspection teams and declared as being beyond economical repair in accordance with AAF Regulation 65-67.

B-24s: None have been declared as excess.

Misc. Types: None have been declared as excess except types stated in AAF Letter 65-16 as being obsolete and excess to AAF requirements. Aircraft of these types are being declared excess as rapidly as suitable replacements are made available, or their requirements no longer exists.

In addition to the aircraft stated above, a Depot Inspection Team from Base Air Technical Service Command recently recommended that twenty-nine (29) P-47 aircraft located in the Base area be declared as excess because of their being beyond economical repair in accordance with the provisions of AAF Regulation 65-67. As a result of the critical shortage of P-47 aircraft within this air force, no action has been taken to declare them as excess. They are being maintained in flyable condition and used in the training program.

I fully appreciate our obligation to our fighting forces overseas, and to the people of this country, and assure you of my personal control over this problem of training-unsafe aircraft. Aircraft assigned to this air force will be repaired in all cases when the estimated man-hours

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for accomplishment are within the maximum allowable under AAF Regulation 65-37.

Sincerely yours,

(Sgd)

F. O'D HUNTER
Major General, U. S. Army
Commanding

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12/27/44

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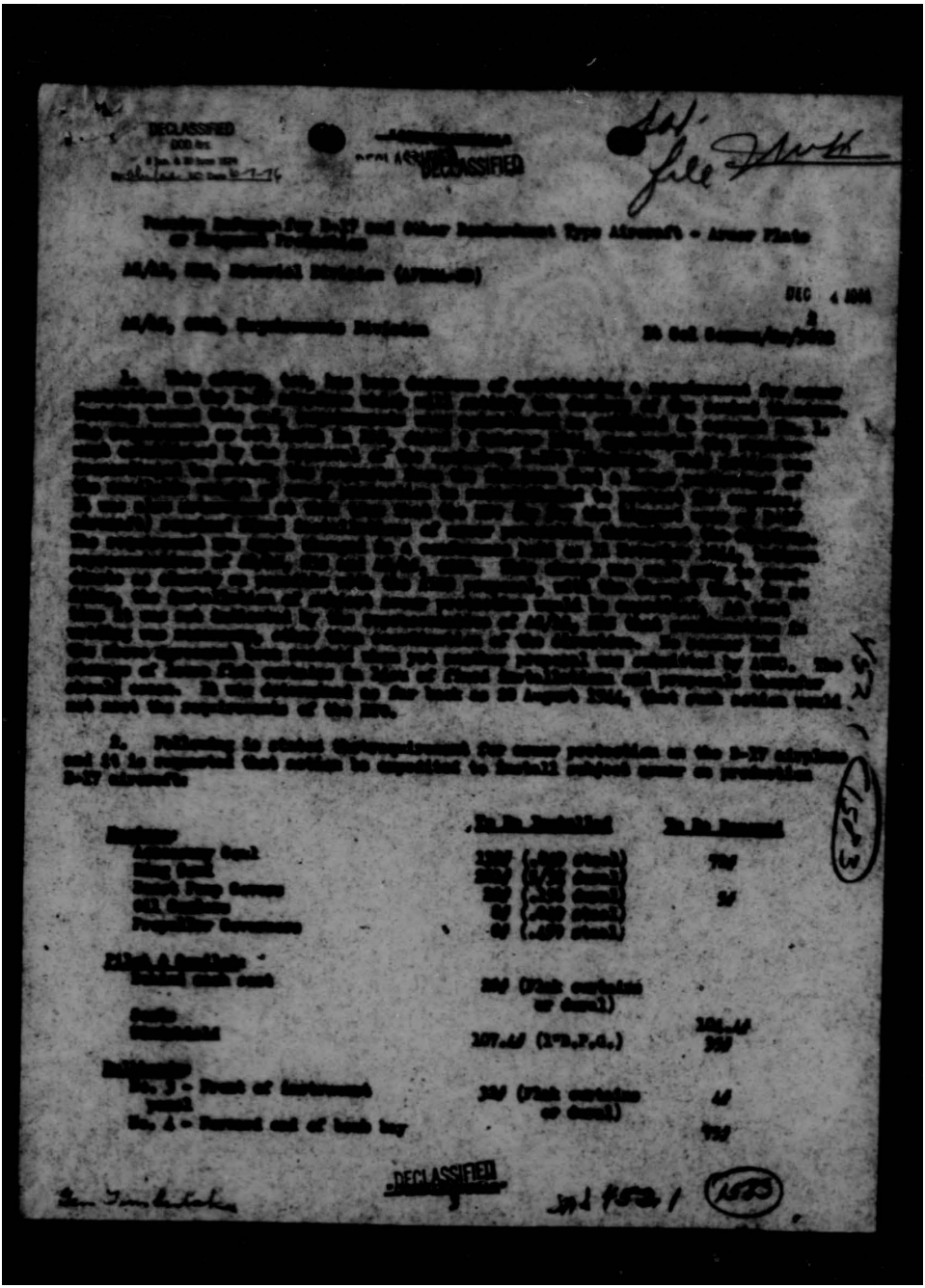

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DOD Dir.
by [illegible]

[redacted] [redacted]

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Passive Defense for B-17 and Other Bombardment Type Aircraft - Armor Plate or Sheepwool Protection

AG/AS, HHQ, Material Division (AFMAT-3B) 6 [illegible]

AG/AS, OCAC, Requirements Division 2 Cont'd

	To Be Installed	To Be Removed
[illegible]		
[illegible]	44# (Plat curtains or dural)	218.4#
[illegible]		
[illegible]	*51.9# (.196 dural)	
[illegible]		10#
[illegible]		15#
[illegible]		
Pilot and nose compartments	51# (dural)	----
Total	638.4#	539#

*This item is not included in the total weight because it is at present on production B-17G aircraft.

It is noted that the total weight gained is 99.4#.

3. The above request supplements all previously requested armor changes in B-17 aircraft and contains the present existing requirement of December 1942, for 1/2" bullet-proof glass in the pilot and copilot position. The requirement for 1" bulletproof glass in the windshield is in accordance with information received from MTO in cable [illegible] of 5 October 1944.

4. The above request represents the best compromise we can arrive at in an effort to satisfy the armor protection requirements for all theaters. In the interest of attaining maximum production and providing the greatest protection for all, it is felt the above request should be considered as a standard installation. In view of this, it is not felt advisable to submit the policy letter referred to in paragraph 6, Comment No. 1, to the various theaters. This office will advise the theater commanders at an early date as to the amount of armor protection which will be supplied on B-17 aircraft.

Route s/s

Route No.

A/S Sec.

AFMAT/3

C. J. COCHRANE
Lt. Colonel, Ord. C.
[illegible]
Brigadier General, USA

[redacted]

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DOD Dir.
6 Jan. & 30 June 1954
By Alc-Adm. ltr. Dec. 8, 1-1

~~CONFIDENTIAL~~

TO: Munitions Assignment Board
Attention: Executive Officer
Combined Chiefs of Staff Building
Washington, D. C.

FROM: CG AAF

DATE 9 Dec. 44

COMMEF 2
380/sc 6751

Forwarded to your office as per telephone conversations with the Munitions Assignment Board, Air, (Major Parker) and Colonel Maddux, Operations Division, War Department General Staff.

For the Commanding General, Army Air Forces:

Signed

J. S. CHAPMAN
Major, Air Corps
Asst. Secretary of Air Staff

1 Incl.
n/c

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10 DEC 1944

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See Mil Staff 452.1 (15-2)

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DEPARTMENT OF STATE

Washington

In reply refer to
FC/L

Date: December 1, 1944.

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MEMORANDUM

DECLASSIFIED
By State Dept. Guidelines, Date

TO: Colonel H. R. Maddux,
Chief, Liaison Section, Operations Division,
War Department General Staff,
Room 3-B-839, Pentagon Building

FROM; Frederick B. Lyon, Chief, Division of Foreign Activity Correlation.

SUBJECT: Requirements of the foreign commercial airlines for transport aircraft.

In reviewing the requirements of the foreign commercial airlines for transport aircraft, the Department has considered the possibility that Lend-Lease aircraft are being used by Lend-Lease nations in the operation of services of a commercial or quasi-commercial nature.

The Department realizes that compliance with certain of these requests may have been necessary as the requirement doubtless bore a sufficiently high military relationship to justify the diversion under Lend-Lease. However, the Department would at this time, like to suggest that this diversion of Lend-Lease aircraft for such a purpose be reviewed. It is not improbable that a number of DC-3 and Lockheed Ladestar aircraft will shortly be declared surplus to military requirements and accordingly a number of these planes will be made available to foreign carriers.

The Department would, therefore, appreciate being informed as to the number and types of Lend-Lease aircraft assigned to foreign countries which are being used in operations of a commercial or quasi-commercial character.

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Surplus B-25 Aircraft from Production

Asst C/AS, MAS, Materiel Division

Asst C/AS, OCB, Requirements Division

NOV 20 1944

1

Maj Pentkett/mlj/72936

1. According to present estimates and schedules, B-25 airplane production deliveries start exceeding total monthly requirements as of December 1944. It is suggested that a decision covering the disposition of any surplus B-25s which are not needed by the AAF will be forthcoming at an early date.

2. In the interim, surplus aircraft being produced in December 1944, January 1945, and February 1945 must be projected by AFMAL at the earliest possible date. Therefore, it is requested that all projects of surplus B-25 airplanes be produced as standard bombardier nose combat equipped aircraft as indicated in the following paragraph.

3. At the present time it appears as though FEAF will continue to employ the B-25 for some time, and it is desirable to maintain a reserve of B-25s to keep FEAF supplied with replacements. Therefore, it is requested that all projected surplus aircraft (until a decision is made on the problem of AAF surplus) have standard FEAF modifications with the following exceptions:

a. Do not install 8 gun nose as current production of noses is sufficient only to meet present kit and replacement aircraft requirements.

b. Do not [illegible] self-sealing waist compartment fuel tank as FEAF requirements [illegible] fulfilled by shipment of kits and installation of subject tank in regular replacement aircraft.

c. Do not install Norden sight or any critical items of equipment.

G. J. COCHRANE
Lt. Colonel, A.C.

KENNETH B. WOLFE
Brigadier General, USA

Bomb Br _____

A/C Sec _____

AFMRO/M _____

AFMAL _____

E&S Sec _____

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DOD Dirs.
5 Jan. & 30 June 1954
By [illegible] AG, Dec 16-7-74

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AFRAL
320.2/MAC/CSG
2 December 1946

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SECRET
By Authority of
The Commanding General
Army Air Forces
[illegible]
Date Initials

4 DEC 1946

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Assignment of C-87 Aircraft to Meet Miscellaneous Requirements in All Theaters

1. Problem

a. To meet the miscellaneous requirements for transport aircraft in MTO, a decision was made in the staff meeting on 6 November to supply ten (10) C-87 type aircraft for each tactical and depot group in the theater.

b. It is now believed that the miscellaneous requirement for C-87 aircraft is unsound and that steps should be taken to meet the requirement and notify all theaters of the plan by which the requirement will be met.

2. Discussion

a. Assuming for the purpose of computation that two (2) C-87's for each tactical and depot group in a theater will meet the miscellaneous requirements, the overall requirement for C-87 aircraft by theater, compared with the number of aircraft on hand, and the cost of the plan is as indicated in Tab A.

b. To implement the foregoing, it is proposed to notify each theater commander by cable of our plan to meet these miscellaneous requirements, indicating basis of computation and requesting their comments. Theaters will also be informed that no additional maintenance or flight crews will be available at this time. A draft of proposed cable is attached hereto as Tab B.

3. Recommendation

Recommend that the above plan be approved.

2 Atchs
Tab A
Tab B

DONALD WILSON
Brigadier General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

File 12/22/44

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DOD Dir.
By [illegible] NLC Date 9-7-76

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By Authority of
The Commanding General
Army Air Forces
[illegible]

[illegible] Requirements for C-47 Aircraft Based on [illegible] Aircraft for Both Combat and Depot Group [illegible] the Theater

Theater	Troop Carrier Requirements	Combat & Depot Requirements	Total Requirements	As Used in Pre. Planning Actions	Balance Available
ETO	1440 (110 per Gp)	240	1680	1680*	0
MTO	540 (60 per Gp)	324	864	824	40
PTO	660	60	720	600	over 60
CBI	270	60	330	300	30
POA	60	30	90	70	20
So. Pac.	30	0	30	30	0
Caribbean	30	4	34	30	4
				Total C-47's Required	

*Includes 96 C-47's on U. S. Navy ATC

Plan for Redistribution

1. General Spaatz will transfer two-hundred (200) C-47 aircraft within the ETO [illegible] to support the troop carrier groups, thereby releasing eighty-six (86) C-47 aircraft to meet minimum requirements within ETO in addition to releasing eighty-five (85) C-47's to ATC.

2. Commitments [illegible] to Central Africa and will be satisfied by the assignment of ten (10) C-47 aircraft per month.

The balance of thirty-nine (39) required in other theaters will be available from production by April 1944.

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6 Jan. & 20 June 1974
By [illegible] Date 10-7-76

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By Authority of
The Commanding General
Army Air Forces
[illegible]
Date Initials

It is proposed that a back message, substantially as follows, be dispatched to all theaters:

"To meet miscellaneous requirements for transport aircraft for your theater, propose computing requirements on the basis of two C-47 aircraft for each Heavy, Medium, Light, Fighter, and Depot Group in your theater. These aircraft would be in addition to your present authorization for Troop Carrier units and no increase in maintenance or flight personnel will be available. Request your comments."

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DOD Dir. 5 200.9 & 10 June 1974
By dlw, NARS, Date 10-7-76

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Assignment of B-29 Aircraft to Meet Miscellaneous Requirements in all Theatres

AC/AS, Operations, Commitments and Requirements — 6 December 44

1

Chief of the Air Staff

The plan outlined in the basic paper is approved.

Signed

1 Incl.
Memo 12-4-44
same subj fm OCS

F. H. SMITH, JR.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

6 DEC 1944

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AG 452.1 (1580)

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AFATC/DCS/JHD/atm
Dated 23 Nov 1944

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11/24/74

The President,
The White House.

Dear Mr. President:

In response to your letter of 20 November 1944 inquiring whether it would be possible to charter several C-54 type aircraft to Pan American Airways, Inc. and American Export Airlines, Inc. for Trans-Atlantic commercial services, especially to Portugal and Spain, I desire at the outset to express my agreement with the view that there is need for increased commercial service in the Atlantic, and I am prepared to recommend allocation of C-54 aircraft for that purpose as soon as military requirements will permit.

The over-water air lift to the several theatres of operation, largely provided by C-54 type aircraft, is at present inadequate to meet the steadily increasing military tonnage requirements. The need for increased military air transport service is most urgent just now by reason of the Philippine campaign. Presently, at our Pacific ports of aerial embarkation we have substantial backlogs of personnel and materiel awaiting shipment by air to Pacific destinations. In addition, the task of evacuating the critically wounded to Hawaii and the United States is creating a demand for air transportation, which is beyond present capacities. Further than this the Air Transport Command is today unable to meet requirements for air transportation to the European and China theatres. The allocation of additional C-54 aircraft to the airlines for contract operation in the Atlantic, to which your letter refers, was made to achieve maximum air lift eastward, and at the same time to release military crews for heavy requirements in the Pacific.

In this situation I am compelled to the conclusion that diversion of C-54 aircraft at the present time to commercial purposes could be accomplished only at the expense of urgent military requirements. It is my belief, however, that commencing in March or April of 1945 a limited number of C-54 type aircraft can be made available each month for allocation by the Civil Aeronautics Board to the international air carriers or to the domestic airlines for commercial services, in accordance with needs determined by the Civil Aeronautics Board.

As to commercial service in the Atlantic during the intervening period,

SAS 452.1 (1577)

Return to AFSAS
R.3E-1049
Encl 2 (Tab A)
SAS 452.1 (1577)

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I wish to call your attention to the fact that the air transportation available for other than strictly military purposes has recently been increased by virtue of your Executive Order 9492, dated 24 October 1944, which permits the Air Transport Command and the Naval Air Transport Service to provide transportation to persons certified by the State Department as traveling in the national interest. Until the defeat of Germany, space for such traffic will be very limited, but when added to the existing Trans-atlantic commercial services of Pan American and American Export will aid considerably in meeting the situation which is causing serious concern to the State Department. Respecting service to Portugal and Spain, Pan American now operates to Lisbon. No American carrier presently operates into Spain, but neutral commercial services are available from Lisbon to Madrid. Subject to the issuance of appropriate Certificates of Convenience and necessity by the Civil Aeronautics Board, and the securing of landing rights at Madrid, American service to Madrid may be provided by Pan American from Lisbon or by American Export from Port Lyautey. The State Department has at various times been assured of my cooperation in providing suitable twin-engine aircraft for that service when permission for its establishment has been negotiated.

Consistent with military requirements, the national interest requires prompt expansion of both international and domestic civil air services. I have noted with satisfaction that by Executive Order signed in the last few days you have removed the limitation on the number of aircraft which may be operated in commercial services by the domestic airlines. The next important step is to make available to our civil air carriers four-engine aircraft, and with your approval it will be my plan to provide, commencing next March or April, a limited number of C-54 aircraft for allocation to United States air carriers in accordance with needs determined by the Civil Aeronautics Board. It seems clear that the most pressing needs are for Trans-Atlantic services. It must be borne in mind that such an allocation, however, may result in the British requesting planes of the same type for similar service.

It must be realized that unforseen military requirements may arise which may preclude or delay the accomplishement of my proposal, but I am reasonably satisfied that we will be able to fulfill it.

Respectfully yours,

(Sgd)

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

Sent by Official Courier

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DOD Dir.
By ... NLC Date 10-1-74
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A-26 Conversion Program

AS/AS, Operations, Commitments and Requirements — 28 November 44

Chief of the Air Staff — 1
WDS,JrJT 6971

1. The indicated surplus of B-25's accruing through the first half of 1945, and a predicted surplus of A-26's in the latter part of 1945, are considered by the Chief of Air Staff to constitute a reserve well worth having.

2. It is desired that current production programs of B-25 and A-26 aircraft be followed until such time as there are definite indications toward the creation of [illegible] surplus. The inference is that the Far East Air Forces will continue to be supplied with B-25 aircraft until the Commander indicates his preference for A-26's.

Signed

1 Encl.
Memo 11-26-44

F. H. SMITH, JR.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

28 NOV 1944

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E.O. 12958
By NLE NARA, Date 12-17-09

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Survey of B-25 H Aircraft

AC/AS, Operations, Commitments and Requirements 24 November 44

Chief of the Air Staff

1
WDB,Ltr,22 6371

Pending a decision as to the shipment of 50 new B-25H aircraft to Russia, it is desired that this number of B-25's in Fresno in storage instead of being delivered as planned to the Training Command.

Signed

1 Encl.
Ltr undated same subj from OCR

F. H. SMITH, JR.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

CG to AC/AS, Training

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24 NOV 1944

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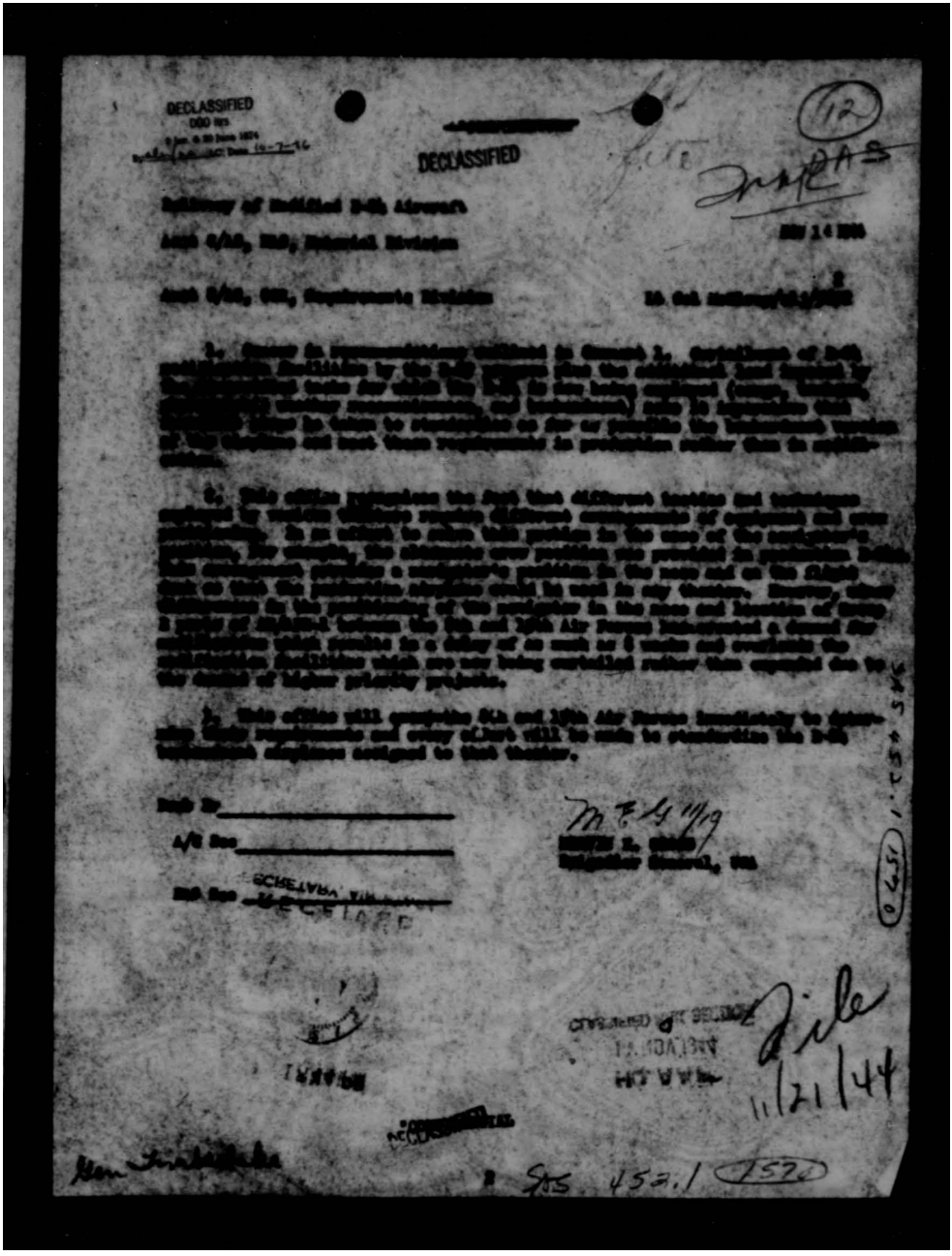

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DOD Dir. 5 Jan. & 10 June 1979
By dlb-/ba, NC Date 1-7-76

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AFRDL
Maj Young/74361/414
3ML0Z6
Written: 17 Nov 44

22 NOV 1944

Lt General Carl Spaatz
APO 638, c/o Postmaster
New York, New York

Dear Tooey:

I have noticed in recent months that a considerable number of aircraft have been declared war-weary and while for further use this they still have a useful life. In such cases, we have been replacing these with new airplanes because we have had none available. It is obvious that if this practice were carried to an extreme, a serious wastage of material would result.

It was to remedy this situation and prevent the unnecessary condemnation of aircraft that AAF Regulation 65-27 was written. I want to call your attention to that regulation, particularly paragraph 3d, 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..." By this, I do not intend that you employ airplanes against the enemy after they are definitely obsolete, but this regulation should serve as a guide for the determination of economical repair status of aircraft.

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,

22 NOV1944

Signed

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

AFRAL AFRDM AFREQ AFRPS AFOCE AFMRP

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CONFIDENTIAL

(SAS 1-7-76)

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DOD Dir. 5 200.10 June 1974
By dkm/mcs, NC Date 10-7-76

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AFRAL
Maj Young/74381/314
321.036
Written: 17 Nov 44

MEMORANDUM FOR GENERAL ARNOLD:

Subject: War-weary and Training-weary Aircraft

1. Reference is made to your 8th, same subject, dated 10 November 1944.

2. With reference to classifying aircraft as war-weary or training-weary, your attention is invited to AAF Regulation 65-27 (copy attached) which specifies the amount of repair which may be expended consecutively on an airplane. Paragraph 2f of this regulation states that aircraft will be rejected, if such repair can be performed within the number of manhours specified. It is believed that this regulation prescribes as well as possible what constitutes a war or training-weary airplane. Inasmuch as each overseas air force commander and air force and independent commanders in the Zone of Interior have not been prodigal with their aircraft, it is felt that a personal letter from you rather than a directive concerning this matter will suffice.

3. The Far East is the only theater which has abused the privilege of dropping aircraft to second-line or war-weary classification. The following table illustrates this fact:

Average Percentage of Aircraft Inventory Rejected to Zi-Line per Month

	XII	XIII	XIV	FEA	Per Month	Average of Letter Theaters other than Far East
Heavy Bomb	1.8	3.3	4.3	1.2	6.8	2.3
Med & L Bomb	0.9	2.6	4.0	0.8	9.2	1.9
Fighters	1.5	1.0	1.5	1.9	5.4	1.3

(Above figures are based on experience for last four months)

It is believed that your recent letter to General Kenney with reference to this matter will impress upon him the importance of conserving his aircraft, and that no further action is necessary in his case.

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COPY FOR AFRAL

(8751) 1-1254 SAS

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Memorandum for General Arnold

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4. It is recommended that

a. a personal letter, similar to the one attached for General Hunter, be forwarded to the commanding generals of the following air forces and commands:

(1) First Air Force
(2) Second Air Force
(3) Third Air Force
(4) Fourth Air Force
(5) AAF Training Command
(6) Air Technical Service Command

b. a personal letter, similar to the one attached for General Spaatz, be sent to the commanding generals of the following air forces:

(1) Sixth Air Force
(2) Seventh Air Force
(3) AAF in ETO
(4) AAF in Burma-India Theater
(5) Eleventh Air Force
(6) AAF in MTO
(7) Fourteenth Air Force

3 Attachs
Attach 1-AAF Reg 45-27
Attach 2-Ltr to Gen Hunter
Attach 3-Ltr to Gen Spaatz

7. AFACT

AFRAL AFRCH AFREQ AFEPG AFOCR AFMRS

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NOTE: ATTACHMENT NO. 1 - AAF REGULATION NO. 65-87

Subject: "Determination of Economical Repair Status of Aircraft", dated 16 August 1944.

Attach #1

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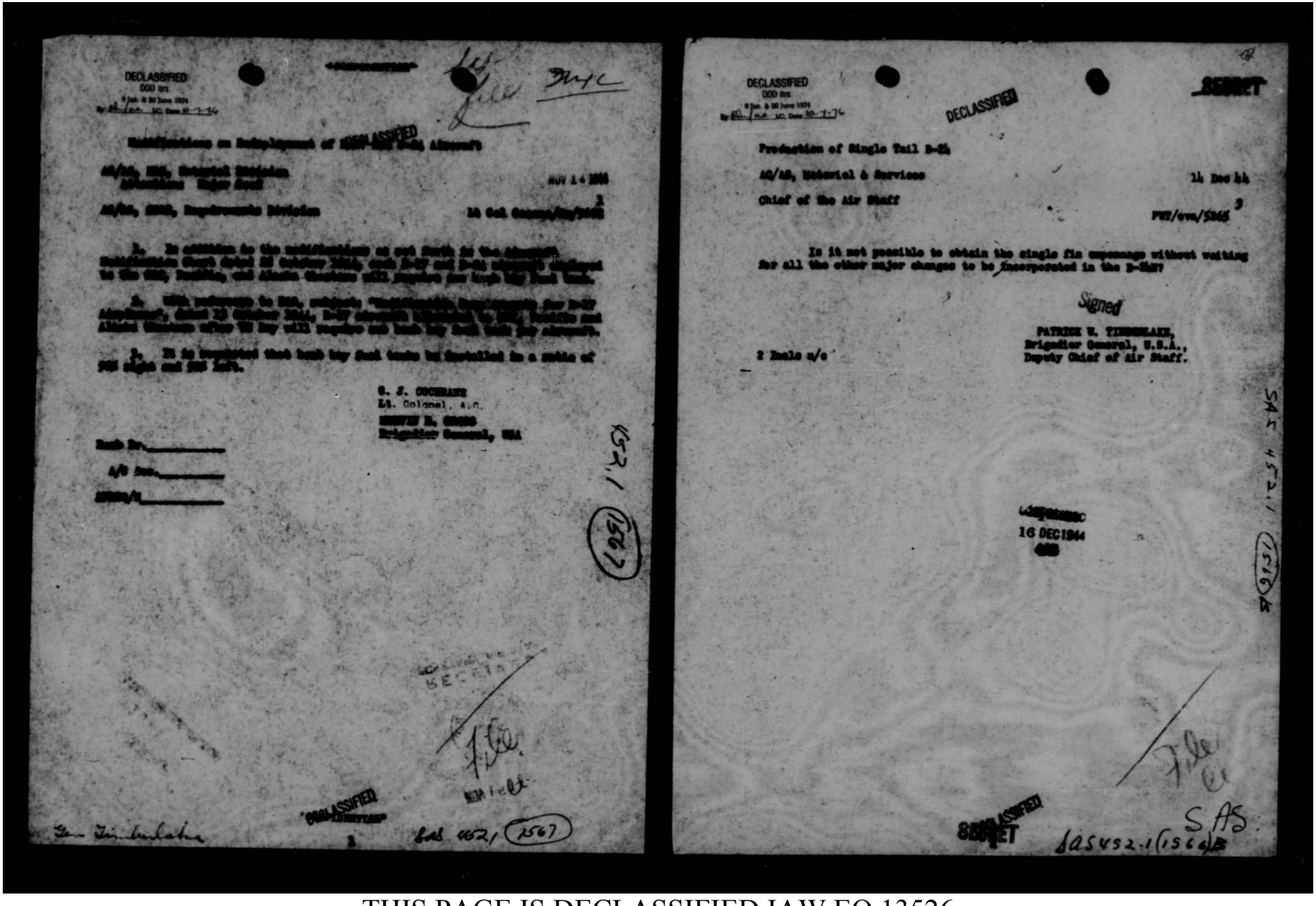

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DOD Dir.
By [illegible] NLC, Date 10-7-74

Modifications on Redeployment of [illegible] Aircraft

AC/AS, MAW, Material Division
Attention: Major Auld

NOV 14 1944

AC/AS, MAW, Requirements Division

1A Col Cossey/dmj/3468

1. In addition to the modifications set forth in the Air Staff Modification Sheet dated 28 October 1944, such B-29 and B-29A aircraft assigned to the MTO, Pacific, and Atlantic Theaters will require four bomb bay fuel tanks.

2. With reference to MAW, subject "Modification Requirements for B-29 Aircraft", dated 28 October 1944, B-29 aircraft assigned to the MTO, Pacific and Atlantic Theaters after VE Day will require not more than two bomb bay fuel tanks per aircraft.

3. It is suggested that bomb bay fuel tanks be installed in a ratio of 50% night and 50% day.

G. E. COCHRANE
Lt. Colonel, A.C.

[illegible]
Brigadier General, USA

Bomb Br.
A/S Sec.
AFMSO/E

452.1 (1567)

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[illegible]

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DOD Dir.
By [illegible] NLC, Date 10-7-74

SECRET

Production of Single Tail B-29

AC/AS, Material & Services

14 Dec 44

Chief of the Air Staff

PMF/evm/5365

Is it not possible to obtain the single fin empennage without waiting for all the other major changes to be incorporated in the B-29?

Signed

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

2 Incls n/c

16 DEC 1944

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SAS 452.1 (1566)

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DOD DIR. 5200.9
(Jan. 8 80 June 1974)
By [illegible] NARS, Date 10-7-96

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Production of Single Tail B-24

AC/AS, Material & Services

23 Nov 44

Chief of the Air Staff

1

PMP/mm/3245

1. The attached copy of memorandum indicates that the combat efficiency of the B-24 will be greatly increased when the described type tunnel gun-turret. This airplane should have improved formation characteristics, satisfactory flight range and better vision for the bombardier, all of which are merely lacking and on the present combat scene combat crews daily.

2. It is my understanding that the single tail B-24 has been available to the Navy for nearly a year. The delay in production availability to the Army indicates that the Consolidated-Ford combination does not appreciate the urgency of getting operational quantities of this improved bomb. A production lapse is not necessarily a justifiable reason for this delay.

3. A report is desired on what action you intend to take in this matter.

Signed

1 Incl
Cy memo to Gens. Smith & Timberlake frm OCAR dtd 15 Nov this subj

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

24 NOV 1944

1.T.S. 545

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DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NLD Date 8-7-74

DECLASSIFIED

Modification of B-29 Airplane to Carry 10,000 lb Bombs

AC/AS, MAC, Air Inspector (Officer)

AC/AS, Operations, Commitments and Requirements

NOV 8, [illegible]
AA Gen. Files/[illegible]

2. Your attention is called to MAC to AC/AS, MAC, requesting that a B-29 airplane be modified to carry the 10,000 lb "Tall Boy" bomb. You are requested to see that MAC representative on this bomb is available at Wright Field who should be negotiating the modification of the airplane.

3. It is requested also that you prepare AC of those bombs to be held available for any Air Force based there. Shipment on these items will be ordered later. It is assumed that you will cooperate in every way in scheduling the necessary handling of equipment to conduct the proposed test.

2 Incls.
1. Ltr fr MAC to AC/AS, MAC

GEORGE W. HILL, JR.
Lt. Colonel, Air Corps
Asst. Executive
AC/AS, Operations, Commitments
and Requirements

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

DECLASSIFIED
DOD ltr
Sec 3 & 5, June 1954
By [illegible] NARS, Date 12-7-76

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

10 NOV 1944

MEMORANDUM FOR CHIEF OF AIR STAFF:

Subject: Production of A-26 Aircraft for First Half of 1945

1. Tactical availability of A-26 bombardier nose and gun nose versions from January through July, inclusive, is as follows:

Month	Gun Nose	Bombardier Nose
January	91	84
February	85	115
March	100	135
April	110	160
May	120	185
June	120	210
July	120	235
TOTAL	746	1124

2. ATSC estimate of factory deliveries as of 30 September 1944 is greater than those allocated. ATSC production for the first half of 1945 is 800 gun nose A-26s and 1190 bombardier nose A-26s.

Donald Wilson

DONALD WILSON
Brigadier General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

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DOD Dir.
8 Jan. & 20 June 1974
By [illegible] NC, Date 1-7-76

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MEMORANDUM FOR CHIEF OF AIR STAFF:

10 NOV 1944

Subject: Production of A-26 Aircraft for First Half of 1945

1. Tactical availability of A-26 bombardier nose and gun nose versions from January through July, inclusive, is as follows:

Month	Gun Nose	Bombardier Nose
January	91	84
February	85	116
March	100	125
April	110	140
May	120	165
June	120	210
July	120	255
TOTAL	746	1134

2. AFSC estimate of factory deliveries as of 30 September 1944 is greater than those allocated. AFSC production for the first half of 1945 is 800 gun nose A-26s and 1190 bombardier nose A-26s.

DONALD WILSON
Brigadier General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

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DOD 8/5
8 Jan. & 20 June 1974
By [illegible] NC, Date 10-7-74

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Comments on Draft of Board Report on Transport Development

General Kuhele

7 Nov 44

Chief of the Air Staff

1

FWT/ovm/5265

1. I have had some discussion with Colonel Procter on the category under which the XC-99 is placed in the report. From the equitable division of projects among interested companies, it would appear that the XC-99 might well be considered under paragraph "b," and it could be considered as a just share of the development money going to Consolidated for an article having definite commercial utility. Such a positioning would weaken the Air Force case if we were criticized from Congressional sources for spending that much money on the gamble that such an aircraft would be an efficient commercial carrier.

2. Unfortunately, the P-12, which is also in category "c," detracts from our stand that we are giving Consolidated a very large "plum."

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

452.1 (1560)

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8 NOV 1944

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DOD Dir.
by ... NLC Date 10-7-76

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Design of Bomb Bays

General Echols

7 Nov 44

Chief of the Air Staff

PWT/ovm/5265

1. From our conversation with General Baker yesterday morning, it was evident that our query about bomb bays was misinterpreted by him and that he had given an answer that Lancaster type bomb bays were not desired because he thought that was the answer wanted by General Arnold for some political reason. It is probable that General Spaatz had the same thought as they are very closely connected by teletype.

2. I believe you agree that General Arnold is right and we should have the maximum flexibility in our bomb bays and not permit manufacturers to continue forever building many small compartments that prohibit larger type bombs.

3. The attached letter to General Arnold was evidently requested by him and I would rather it not be sent out to Wright Field. It and the pertinent notations made by General Arnold are for the information of you and your staff.

1 Incl
Ltr to Gen.Arnold frm
Col.Haugen, Dayton, dtd
16 Oct 44

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

~~CONFIDENTIAL~~
8 NOV 1944

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~~SECRET~~ Sub 452.1 (15 Nov 44)

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by ... NLC Date 10-7-76

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By authority of The Commanding General
AFRAL
Lt Col O'Shea, 7/8/2105
Rewrtn: AFOCR/RS/hn/5132
4 Nov 44
Date Initials

7 NOV 1944

MEMORANDUM FOR DIRECTOR, OFFICE OF STRATEGIC SERVICES:

Subject: Assignment of Army Aircraft

1. Reference is made to your memorandum of 20 October 1944, subject as above.

2. Action has been initiated to continue the assignment of aircraft B-25 F, Serial Number 43-28886, for use of the Office of Strategic Services. The airplane is presently stationed at Bolling Field.

For the Commanding General, Army Air Forces:

Signed

FREDERIC H. SMITH, JR.
Brigadier General, U. S. Army,
Deputy Chief of Air Staff

~~CONFIDENTIAL~~
7 NOV 1944

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COPY FOR CHIEF OF AIR STAFF

SAS 452.1 (15 Nov 44)

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MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: Dreiman, 1556

Folder Title: 452.1

Item(s) and Security Classification:

1. Memo., Clayton; Durdan; Pouge to Gates and Lovett, undated, 3p. S. Originating Agency: State/Commerce/CAB
2. Slightly different draft of above, 4p.

PK / GB — 1994 — 110.4478

Reviewer — Date

85-57 (rev 4/90

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TO: Deputy Chief of Air Staff

DATE 6 NOV 1944

COMMENT NO. 2
AG/ms/6121

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

The attached memorandum is forwarded for signature by the Chief of Air Staff.

Signed

W[illegible] McKEE
C[illegible], U.S.A.
Deputy, Asst. Chief of Air Staff
Operations, Commitments & Requirements

2 Incl
Incl 1. s/e except 1st ind w/d
Incl 2. Memo to Director, Office of Strategic Services, subj "Assignment of Army Aircraft"

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DOD Dir.
8 Jan. & 20 June 1974
By: [illegible] NC Date 10 [illegible] 76

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Completion of XB-39

AC/AS, Materiel & Services

2 Nov 44

Chief of the Air Staff

1

PWT/eva/5265

The estimated completion date for the XB-39 is again pushed further back. It is appreciated that the urgency has been reduced due to the successful solution of problems with the 3350 engine; however, the continued delay, in my opinion, is inexcusable. If I am not mistaken, this project was initiated in the later part of 1941 and I am sure that, if it had been vigorously pushed, we would know what we have in this airplane before this date.

Signed

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

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3 NOV [illegible]
AAG

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TO: General Arnold THRU: Deputy Chief of Air Staff DATE: 30 Oct 1944

FROM: ACAS Plans, Logistical Plans Division Comment No. 2

1. It is recommended that it be suggested to the Navy that they revise their attrition rates as the AAF has, and that they take prompt action to effect production cutbacks.

2. Such cutbacks would release manpower and material to other programs of critical items and/or would hasten reconversion to production of civilian needs, e.g., transport aircraft.

3. It is also recommended that a plan similar to the "Radford Plan" might well be adopted by the AAF, in order to keep our combat forces up to date, and to assure our training program the use of airplane types which are actually fought.

Incl - n/c

G. C. JAMISON,
Brigadier General, U. S. A.,
Chief, Logistical Plans Division.

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DOD Dirs.
6 Jan. & 30 June 1974
By pln nnc NC Date 12-7-76

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SAS 452.1 (1551)

TO: Secretary of the Air Staff

DATE 13 Nov 44

FROM: AC/AS, Operations, Commitments & Requirements

COMMENT NO. 2
OWH/ba/3487

Noted.

DONALD WILSON
Major General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

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DOD Dir.
8 Jan 82 to June 1984
By [illegible] Date 10-2-84

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Movement of B-29 Aircraft for the 73rd Wing

AG/AS, Operations, Commitments and Requirements 9 November 44

Chief of the Air Staff 1

To note.

Signed

1 Incl.
Ltr memo subj w/
1st Ind from AAC

F. H. SMITH, JR.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

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by [illegible]

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Revision of Planning Factors for Combat Crew Requirements (AAF Ltr (G) 150-2)

AR/AS, Operations, Commitments and Requirements 1 November 44

Chief of the Air Staff

1
FDH,Jr:FF 6372

Recommendation contained in the basic memorandum for publication of proposed revision of AAF Ltr (G) 150-2 and 150-2A is approved.

Signed

1 Incl.
None from OCS 14-28-44
none used

F. L. SMITH, JR.,
Brigadier General, U. S. [illegible],
Deputy Chief of the Air Staff.

1 NOV 1944

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DOD ltr
8 Jan. & 20 June 1974
By [illegible] NARS, Date 10-7-76

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Revision of Planning Factors for Combat Crew Requirements (AAF Ltr (G) 150-2)

AC/AS, Operations, Commitments and Requirements 30 October 44

Chief of the Air Staff

1
FRB,Jr:jf 6371

1. Reference paragraph 3a of the basic paper it is noted that 10% of heavy bomber crew requirements are returnees in those forces operating against the European theater and 12% are returnees from those forces operating against the Japanese.

2. [redacted] believed that these figures have been arrived at using a life expectancy factor only. It is realized that based on crew carrier a heavy bomber crew can be expected to make considerably less carrier against the Germans than against the Japanese. Using the life expectancy factor only, this naturally results in a higher percentage of returnees per month in the ETO than obtains in the Pacific. It is felt, however, that insufficient weight is placed upon the health factor of these crews deployed in the CBI and in the Pacific. As an example, if casualty returns indicate a life expectancy of 100 carrier per crew in the Far East Air Forces as opposed to 50 carrier in the European theater not only are crews expected to perform 50 missions per tour of combat duty, but are stationed in a hot, humid climate, exposed to tropical diseases, and are fed on a distinctly inferior diet for a proportionately greater time than is represented by the tour of combat duty in the ETO.

3. Somewhere the curve of permanent or semi-permanent impairment to health and spirit crosses the curve of life expectancy as a result of [redacted] performed. It is desired that prior to approval of the percentages [redacted] in the basic paper, the Air Surgeon be consulted with a view toward [redacted] the percentage of returnees from the Japanese Theatres if such action appears justified on the grounds enumerated above.

Signed
F. H. SMITH, JR.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

1 Incl.
Memo from OCE same subj
dated 10-23-44

31 OCT 1944

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DOD Dirs.
8 Jan. & 30 June 1974
By Adm Ltr to JC; Date 10-7-76

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Unsatisfactory B-29 Aircraft Manufactured by Bell Aircraft Corp., Marietta, Ga.

AC/AS - Materiel & Services 30 Oct 1944

Chief of Air Staff 1

WMF/is/5458

1. It is desired that your office take the necessary steps to immediately investigate the unsatisfactory B-29 aircraft manufactured by the Bell Aircraft Corporation, Marietta, Georgia, and report to this office of action taken.

2. Your comments and recommendations are desired on paragraph 3 under Action Recommended in the attached memorandum.

Signed

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

1 NOV 1944

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DOD Dir.
8 Sep. & 30 June 1974
By [illegible] NARS, Date 10-7-76

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71127
wtm: 20 Oct 44

DECLASSIFIED
AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
DATE INITIALS

24 OCT 1944

MEMORANDUM FOR DEPUTY CHIEF OF NAVAL OPERATIONS (AIR),
(Attention: Commander H. D. Riley):

Subject: Army Air Forces Requirements for C-54A Aircraft.

1. Indication now is that the present contract for 230 C-54A aircraft with Douglas-Montreal will completely fill Army Air Forces requirements for 1945, and no additional allocation is desired.

2. In view of the above it is requested that the tentative allocation of 90 PBY aircraft at the rate of 15 per month for the period 1 January-30 June 1945 be cancelled.

3. This confirms informal request made to Commander H. D. Riley.

For the Commanding General, Army Air Forces:

Signed
[illegible] H. SMITH, JR.
Brigadier General, U. S. Army,
Deputy Chief of Air Staff

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24 OCT 1944

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COPY TO: OPNC OF SIGN

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DOD Dir.
By [illegible] NLC Date 10-7-76

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AFHRF-AS
[illegible]
72127
WDM: 20 Oct 44
DECLASSIFIED
DATE INITIALS

24 OCT 1944

MEMORANDUM FOR DEPUTY CHIEF OF NAVAL OPERATIONS (AIR),
(Attention: Commander H. D. Riley):

Subject: Army Air Forces Requirements for
C-54A Aircraft.

1. Indications now is that the present contract for 200 C-54A aircraft with Victory-Montreal will completely fill Army Air Forces requirements for 1945, and no additional allocation is desired.

2. In view of the above it is requested that the tentative allocation of 90 PBY aircraft at the rate of 15 per month for the period 1 January-30 June 1945 be cancelled.

3. This confirms informal request made to Commander H. D. Riley.

For the Commanding General, Army Air Forces:

Signed
FREDERIC H. SMITH, JR.
Brigadier General, U. S. Army,
Deputy Chief of Air Staff

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24 OCT 1944
ASG

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COPY TO: S/AS

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DOD dirs.
6 Jun. & 30 June 1974
By [illegible] NO Date 10-7-76

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Letter to DCNO (Air) re AAF Requirements for OA-10A Aircraft

Deputy Chief of the Air Staff — 20 October 1944

ACAS Plans, Logistical Plans Division — RMS:mac 71127 1

1. Attached memorandum to Deputy Chief of Naval Operations (Air) prepared for signature by Deputy Chief of Air Staff.

2. Copy R&R No. 1 from ACAS OC&R "Army Air Forces Requirements for OA-10A Aircraft" attached as reference.

Signed
G. C. JAMISON,
Brigadier General, U. S. A.,
Chief, Logistical Plans Division.

Incl -
drft memo to DCNO (Air)
copy R&R as abv

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Chief of Air Staff, Army Air Forces
20 October 1944, contd.

7. On the basis of the foregoing considerations, it is requested that assignment of aircraft UC-45 F, Air Corps Ser. No. 43-35936, for the use of the Office of Strategic Services be continued.

Charles S. Cheston
Assistant Director

1st Ind.

27 Oct 44

AFDAL
Lt Col O'Shea/vc/lm
Ext 6109 Rm 3D 1022
Wrtn: 26 Oct 44

HEADQUARTERS, ARMY AIR FORCES, Washington 25, D. C.

TO: Director, Strategic Services, Washington, D. C.

1. The increasing demand for aircraft by rated officers, and for the transportation of War Department personnel and other Government officials, in the conduct of official business, makes it imperative that available aircraft be utilized to the fullest extent possible.

2. In view of the requirement for aircraft as outlined above, it is not considered advisable to withdraw the UC-45F from the pool of aircraft available for general flying and restrict the use to personnel of any government agency. Sufficient aircraft will be maintained in the general flying pool at Bolling Field to meet the requirements of your office.

For the Commanding General, Army Air Forces:

FHS

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DOD ltr.
By ... NC, Date 10-7-76

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20 October 1944

MEMORANDUM FOR CHIEF OF AIR STAFF, ARMY AIR FORCES

SUBJECT: Assignment of Army Aircraft

1. Reference Office Instruction No. 55-6, Headquarters, Army Air Forces, 9 October 1944, paragraph 2 b of which lists certain key personnel and agencies to which assignment of military aircraft will be continued.

2. It is requested that the Office of Strategic Services be included in such list on the basis of considerations outlined below.

3. Aircraft UC-45 F, Air Corps Ser. No. 43-35936, was assigned for use of the Office of Strategic Services by The Commanding General, Army Air Forces in 1st Indorsement to memorandum from OSS, subject: Assignment of C-45 Aircraft to Director of Strategic Services, dated 19 June 1944.

4. From the date of the above assignment, the aircraft has been in almost constant use by this Agency except, of course, for periods during which it was grounded for maintenance, because of poor weather or loaned to Bolling Field Operations.

5. The aircraft has been invaluable to this Agency in operational testing of highly classified equipment proposed for air operations in the various theaters of operations. Test work in the process of completion has already speeded the development of a new type cargo parachute, techniques of aerial pick-up of cargo and free throw containers, communications and other equipment.

6. The aircraft has been used also for the purpose of transporting the Director and key personnel of this Agency when other facilities were impractical, for security reasons, or emergency travel was urgent.

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DOD ltr.
By ... NC, Date 10-7-76

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TO: Chief of the Air Staff (Attn: General Smith) DATE: 27 OCT 1944

FROM: AC/AS, Operations, Commitments and Requirements COMMENT NO. 2
Lt Col O'Shea/vg

1. It is understood that UC-45F, Serial Number 43-35936, while assigned for special use of personnel of the Office of Strategic Services, was used on numerous extraneous missions.

2. In view of the increasing demand for aircraft for general flying use, it is recommended that the UC-45F mentioned above be left in the Bolling Field pool, and that the 1st Indorsement to basic memorandum be dispatched to the Office of Strategic Services.

Signed
DONALD WILSON
Brigadier General, U. S. A.
Assistant Chief of Air Staff
Operations, Commitments & Requirements

1 Incl:
1st Ind added

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NND 760033
By OSR NARS, Date 10-3-76

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Planning Factors for Airplane Allocations

AC/AS. Operations, Commitments and Operations 21 October 44

Chief of the Air Staff 1

This office concurs in the recommendation contained in the basic memorandum.

1 Encl.
Memo dtd 10-20-44
fm OCR

F. H. SMITH, JR.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

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DOD Dir. 5 Nov. & 30 June 1954
By [illegible] NLC, Date 10-7-76

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Authority The Commanding General Army Air Forces AFDRB
NLC-76-142 CMR
Date Initials

ATTENTION:

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

20 OCT 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: B-24 Situation in MTO.

1. Reference is made to your query concerning Cable 69194 from MTO 14 October 1944.

2. Subject cable requested that flow of standard B-24 aircraft, which they previously had us stop due to excess inventory in Theater, be resumed. This is being done.

3. However, cable stated that present flow of MTO B-24's and without considering above resumption of standard B-24's, would find them short by twenty-five (25) by end of November and one hundred ninety-six (196) short by end of December. This is not believed here to represent a true picture because:

a. Their computation was based on 30% of unit equipment losses monthly.

b. Our planning factors are based on 20% loss monthly. This rate is believed justified by the fact that MTO losses for the past three months have been extremely close to 20%. However, MTO was asked by cable for any justification they might have to cause us to raise our planning rate above 20%.

c. Even computed at 30%, however, our records indicate an overage of one hundred twenty (120) by end of November and a shortage of forty-two (42) by end of December rather than shortages as stated in cable. MTO has been queried as to reason for discrepancy.

4. Using our 20% planning factor, it is estimated that MTO will have an overage of two hundred twenty-two (222) by end of November and one hundred twenty-eight (128) by end of December.

Cable memo 16 Oct 44 returned to Cable Secty.

File per MC of 25 Oct 44

E. A. Craig
Major General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

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DOD Dir's. 5 Jan. & 20 June 1974
By [illegible] NC, Date 10-7-76

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AFRAS, FEO/mm, 6751
16 Oct. 44

18 OCT 1944

SUBJECT: Assignment of C-54 Aircraft to First Airborne Army

THRU: Commanding General, U. S. Strategic Air Forces in Europe. APO 633, c/o Postmaster, New York, N.Y.

TO: Commanding General, First Allied Airborne Army, APO 740, c/o Postmaster, New York, N. Y.

1. Reference is made to communication dated 29 September 1944 from Commanding General, First Allied Airborne Army with first indorsement dated 1 October 1944 by Commanding General, United States Strategic Air Forces in Europe above subject.

2. The availability of C-54 aircraft for the next six (6) months are insufficient to meet known requirements. In view of the above, it will not be possible to assign two (2) C-54 aircraft to the First Allied Airborne Army during this period.

For the Commanding General, Army Air Forces.

Signed

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

Incl.
Cy Ltr. dtd 29 Sept. 44,
fr Gen. Brereton, w/1st Ind.

18 OCT

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Copy for Sec/AS

505 452.1 (1541) 13811

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Basis: Ltr fr First Allied Airborne Army dtd 29 Sep 44, subj: "Assgnt of C-54 Acft to First Allied Airborne Army."

By [illegible] NC, Date 10-7-76

2d Ind AFRAS

HEADQUARTERS, ARMY AIR FORCES, Washington 25, D. C.

TO: Commanding General, U. S. Strategic Air Forces in Europe, APO 633, c/o Postmaster, New York, New York.

The availability of C-54 aircraft for the next six (6) months are insufficient to meet known requirements. In view of the above, it will not be possible to assign two (2) C-54 aircraft to the First Allied Airborne Army during this period.

For the Commanding General, Army Air Forces:

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8 Jan. & 30 June 1974
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TO: Secretary, Air Staff

DATE: 14 OCT 1944

FROM: AC/AS, Operations, Commitments & Requirements

CONCURS IN. 2
24 Gal O'Hara/vm/62189

2d Indorsement to attached basic communication is forwarded for signature.

1 Incl
2/2d Ind added

WILLIAM F. McKEE
Colonel, G.S.C.
Acting, Asst. Chief of Air Staff
Operations, Commitments & Requirements

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AFSAS, PEG/mm, 6751
16 Oct. 44

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DOD ltrs.
8 Jan. & 20 June 1974
By dkm Date 10-7-76

18 OCT 1944

SUBJECT: Assignment of C-54 Aircraft to First Airborne Army

THRU: Commanding General, U. S. Strategic Air Forces in Europe. APO 633, c/o Postmaster, New York, N.Y.

TO: Commanding General, First Allied Airborne Army, APO 740, c/o Postmaster, New York, N. Y.

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2. The availability of C-54 aircraft for the next six (6) months are insufficient to meet known requirements. In view of the above, it will not be possible to assign two (2) C-54 aircraft to the First Allied Airborne Army during this period.

For the Commanding General, Army Air Forces.

Signed

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

Incl.
Cy Ltr. dtd 29 Sept. 44,
fr Gen. Brereton, w/1st Ind.

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18 OCT 1944

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HENRY HARLEY ARNOLD
Box 123 Folder 2

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DOD 5200

Schedule of Airplane Requirements

AC/AS-3 10/12/45

2

Deputy Commander, AAF ICK/ks/3373

Attention is invited to the impleased schedule of airplane requirements. This is a very important current problem. We must decide as nearly as it is now determinable what airplanes we are not to declare surplus but are to hold in active service for declarable purposes. The following are a few of the many considerations which affect this program:

Economy -- how many airplanes can we physically take care of at our depots and bases in reserve for declarable purposes.

We must be realistic about our future requirements. Obviously we have not yet told the overall size of the Air Forces of the future this requirement. We must, therefore, make our own estimate of numbers, bases, depots and other requirements. Whereas requirements are highly determinable, such as Latin American requirements, these must be determined realistically.

We should never allow ourselves to be put in the position of holding airplanes in reserve on the basis that they might by some chance of the international scene a future requirement. The personnel cost and general upkeep of such a program would be unthinkable. Also, the psychological effect of such a program would be unfortunate. Also, the psychological effect of such a program would be unfortunate. Also, the psychological effect of such a program would be unfortunate

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8 Jan. & 30 June 1974
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Air AS

Characteristics of Post-War Military Aircraft

AGAS-3 10/8/45

Deputy Commander, AAF 1
IDR/cm/3373

It came to my attention recently that we have set up characteristics for the attack bomber which call for an airplane of something like 80,000 to 90,000 pounds and 8 hours' cruising range. It seems to me, and I have talked this over with General Spaatz who fully concurs, that we have got considerably off base as to what is really required for medium bombers, attack bombers, and Army cooperation type aircraft, and I think it wise, therefore, for you to review characteristics of all our post-war type aircraft and then present these characteristics to the Air Staff in session at an early date, so that we can get back with feet on the ground and some common sense basis on type characteristics before our next experimental contracts are let.

Signed
I.C.E.

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

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9 OCT 1945
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Industrial Aspects of Planning for the Peacetime AAF.

AC/AS-4 24 Sept 45

Deputy Chief of the Air Staff RCH/km/6371 1

1. The recommendation in Memorandum for the Deputy Commander, AAF, "Industrial Aspect of Planning for the Peacetime AAF", is approved.

2. AC/AS-4 is assigned the responsibility for the development and monitoring of this plan in conjunction with interested Air Staff agencies.

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

1 Incl
Memo to Dep. Comm.,
dtd 13 Sept, above
subj.

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Air Adj. General

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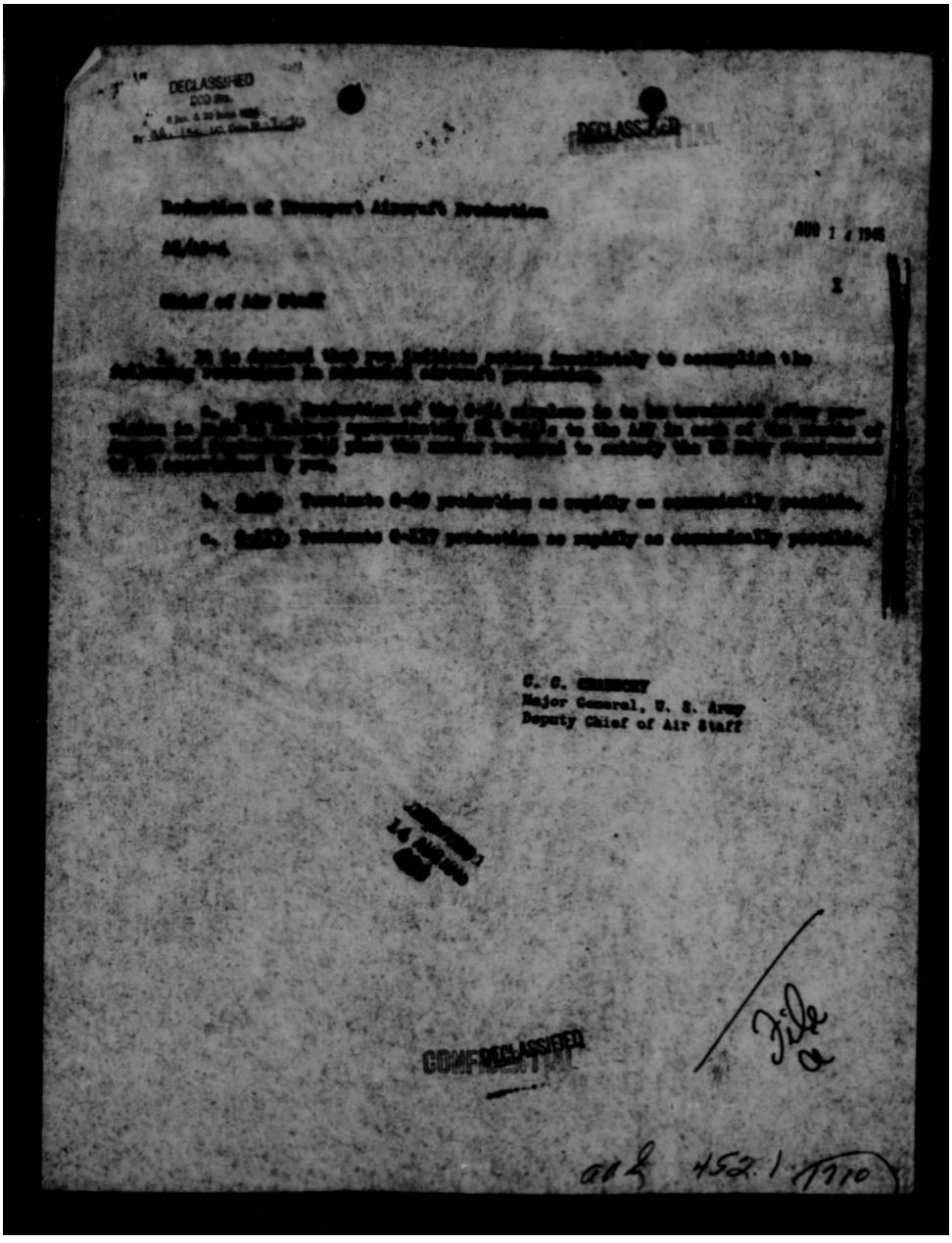

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Reduction of Transport Aircraft Production

AG/[illegible]

AUG 1 4 1945

Chief of Air Staff

1. It is desired that you initiate action immediately to accomplish the following reductions in projected aircraft production.

2. [illegible] Production of the C-54 airplane is to be terminated effective [illegible] with the exception of [illegible] to the AAF in each of the months of [illegible] and [illegible] and that the number required to satisfy the AA Army requirement [illegible] be accomplished by you.

a. [illegible] Terminate C-82 production as rapidly as commercially possible.

b. [illegible] Terminate C-87 production as rapidly as commercially possible.

C. C. CHAUNCEY
Major General, U. S. Army
Deputy Chief of Air Staff

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14 Aug 45

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By: SJ-[illegible] LC, Date 10-7-76

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14 AUG 1945

MEMORANDUM TO THE CHIEF OF AIR STAFF:

SUBJECT: Reduction of Transport Aircraft Production

DISCUSSION:

1. Attached as Tab A is a copy of letter, subject: "C-54 Requirements of the Air Transport Command", dated 13 August 1945, from the Commanding General, Air Transport Command, to the Commanding General, Army Air Forces outlining the three principal post-hostilities missions of the ATC involving C-54's as:

a. The Green Project.
b. Movement of troops from Pacific Forward Areas to Hawaii or the mainland.
c. Support of United States Occupational Forces.

2. The ATC missions enumerated in paragraph 1 can be accomplished with its existing fleet of C-54's plus 61 additional C-54's forecast as available in each of the months of August and September. It is the recommendation of the ATC that no C-54's be procured for allocation to them after September. The ATC is the only AAF agency utilizing this model.

3. Because of the imminence of Japanese capitulation it is believed that action should be instituted at once to reduce not only the C-54 production but also C-69 and C-117 production as no continuing AAF requirement will exist for these models.

RECOMMENDATION:

Approval of the attached directive (Tab B) to AC/AS-4 to:

1. Cancel C-54 production for the AAF after provision of approximately 61 articles each in August and September.

2. Terminate C-69 production as rapidly as economically possible.

3. Terminate C-117 production as rapidly as economically possible.

HOYT S. VANDENBERG
Lt. General, U.S.A.
Assistant Chief of Air Staff - 3

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Summary of Aircraft Outbacks

TO: Colonel Proctor

DATE 10 August 1945

COMMENT No. 1

FROM: Office of Program Monitoring

Lt Col Faulkmerige/4800

Pursuant to your verbal request for information by model aircraft to supplement data furnished in memorandum to General Arnold, subject as above, dated 9 August 1945, the attached breakdown has been prepared by AC/AS-4, Control Office and is submitted.

E. P. Learned

1 Incl
As above

DR. E. P. LEARNED
Chief, Office of Program Monitoring

8/13/45

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AFDAP
3d Ind. G 3 Salutation/ks /9843
Britton August 9, 1945

The President,

The White House.

Dear Mr. President:

Your letter of 6 August providing us with valued direction in our efforts to maintain the technical leadership and superiority of the aircraft industry. Your statement of our ability to maintain after V-J Day with the production and development of advanced types of aircraft affords most effective support to military estimate.

To illustrate the present state of our planning, I am enclosing an aircraft production program (XP-1 Schedule) for the period following the fall of Japan. Appended to this schedule is a brief statement describing the types of aircraft which we contemplate for the postwar period. For each airplane there are only of security, engineering and items of consideration, ordnance, and special equipment which must be procured concurrently.

I am also enclosing a copy of our research and development program for the five years following V-J Day. This is aimed at full exploitation of the new processes and techniques which are now in their early stages of development. Retention of our leadership in all phases of aviation will depend largely upon the success of this program.

Estimates of the cost of the aircraft production and the research and development program have been prepared and will be presented to the Members of the Bureau of the Budget and of the Office of War Mobilization and Reconversion and to the Congress in accordance with your request. It is essential that funds heretofore appropriated for War Department purposes continue to be available after V-J Day to the extent required by these programs. Pertinent legislative proposals affecting postwar procurement have been under study by the War Department and will be submitted to the Congress at the earliest possible time.

As you emphasized in your letter, the dislocation of the aircraft industry after V-J Day can be minimized by the careful timing

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of requirements so that the double curtailment of procurement can be accomplished in several steps. A series of estimates in preparation for the Army Air Forces was put into effect during April and May of this year so that my office gradually collapsed and so we were able to determine the availability of tentative allowance for redeployment. These estimates, eliminating 43,000 airplanes and spares from scheduled production for the remainder of 1945 and 1946, amounted to an estimated $7,000,000,000. Subsequent revision of our production program revealed other opportunities for relatively minor reductions.

On 6 August 1945, a substantial further cut was approved, involving 4,000 airplanes and spares having an estimated cost of $[illegible]. This resulted largely from an increasingly favorable B-29 attrition experience, the decision to redeploy more Mustangs and Thunderbolts from Europe, and a reduction in the planned deployment of P-80's. In all probability, further cuts will be effected as we continue to reevaluate changing tactical and strategic requirements. I can assure you that procurement will be held to the minimum levels consistent with such demands.

In accordance with your desires, I am taking immediate action to confer with the Secretary of the Navy, the Director, Bureau of the Budget and the Director, Office of War Mobilization and Reconversion on the important problems discussed in your letter.

Respectfully yours,

HENRY L. STIMSON

2 Incls.
1 - Mid Schedule
2 - Research and Development Program

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By [illegible] NARS, Date 6-30-78

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Adjustment of Aircraft Production

Assistant Chief of Air Staff-4

AUG 10 1945

1

Chief of Air Staff

1. It is desired that upon official announcement of Japanese capitulation you initiate immediate action to reduce aircraft production to the level of the JB-1 Aircraft Production Schedule with the following exceptions:

a. [redacted]
Reduce production of the B-29 immediately to the level of twenty (20) airplanes per month provided however that the Percent Tactical Availability (dated 9 August 1945) for the B-29 shall be met for the months of August and September 1945.

b. [redacted]
Production of the C-54, C-69, and C-117 shall be maintained on the present C-15 schedule pending redetermination of AAF transport aircraft requirements.

Signed C. C. CHAUNCEY
Major General, U. S. Army
Deputy Chief of Air Staff

AC/AS-3 Van

AC/AS-4

Program Monitoring Leonard Sarackin

[redacted]
10 AUG 1945
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CinCPhillips/NAS/[illegible]
(Rewritten CinCPhillips/[illegible]/FLG26/Ltr of 45

Encls: Letter fro- Navy Department to CGAAF, dated 27 [illegible] 1943, subject "P-63A Aircraft - Request for Procurement of"

1st Ind.

Office of Signature

Headquarters, Army Air Forces, Washington 25, D. C. AUG 4 1945

The Office of the Chief of Naval Operations, the Navy Department, Washington 25, D. C. (Attention: Op-53-4B-307/ulg; (SC) A-4-1/VV, Serial: 0013633)

1. Under the program for utilization of P-63A aircraft, the Navy was allocated one article in June, one in July, and two in October. One of these articles already has been delivered and a second is expected in August.

2. The availability of P-63A aircraft is critical at the present time and diversions are being made to only those activities requiring them for fulfillment of the combat activation program. The Army Air Forces are not using the P-63A aircraft for any tests of missions such as that described in basic communication.

3. Since the supply of P-63A aircraft is critical at the present time, this Headquarters cannot approve allocation of an additional airplane to the Navy until some later date.

For the Commanding General, ARMY AIR FORCES:

Signed

C. C. CHAUNCEY
Major General, U. S. Army
Deputy Chief of Air Staff

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4 Aug 1945

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OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

27 July 1945

O:-03-40-OOT/mlg
(SC)A4-1/VV
Serial: 0015403

From: Chief of Naval Operations
To: Commanding General, U. S. Army Air Forces

SUBJECT: P-80A Aircraft - Request for Procurement of.

1. The U. S. Navy is prosecuting various projects involving the flight test of high speed missiles. A large amount of this test work is being conducted at NAMU, Johnsville, Pa. It is believed that a chase plane capable of keeping up with the high speed guided missile in flight may be made and thus expediting corrective measures to be taken and will help to eliminate much of the trial and error now involved. The P-80A aircraft is considered the most suitable aircraft for this purpose.

2. It is requested that the U. S. Navy be allocated one P-80A aircraft for immediate delivery for the purpose outlined in Paragraph 1 above. It is further requested that a full range of maintenance spares in accordance with the provisions of J.A.C. Case No. 1650, Revision D, be delivered concurrently with the aircraft.

3. Subject to your confirmation and approval a case will be presented to Joint Allocation (Air) requesting formal allocation for immediate delivery of one P-80A aircraft to the U. S. Navy.

L. A. MOEBUS
By Direction

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AFDCO-5
Lt Col. P C Ward
Ex. 74323

23 JUL 1945

MEMORANDUM FOR CHIEF OF THE AIR STAFF

SUBJECT: Augmentation of Civil Airlines with AAF Aircraft

DISCUSSION:

1. Memorandum, subject as above, was submitted to the Chief of Air Staff by AC/AS, Operations, Commitments, & Requirements on 10 July 1945 (Tab A). The recommendations in this memorandum were approved 11 July 1945.

2. Subject memorandum recommended the return of only 70 C-53 aircraft from overseas for release to the domestic airlines. The total overseas inventory of aircraft suitable for such utilization is 123 airplanes (See Tab B).

3. The continued retention of some of the non-standard DC-3 type airplanes will tend to defeat the desired objectives.

a. The present emergency in domestic transportation makes it vital that the Army Air Forces make available to the domestic civil air carriers the maximum quantity of aircraft most readily convertible to immediate operational use.

b. With only part of the overseas inventory being returned, it is logical to assume that the better aircraft will be retained by the theatres for their use, presumably as staff transports. The release of aircraft in poorer condition and requiring more extensive overhaul and conversion to meet airline and Civil Aeronautics Administration standards will unduly retard the operational use of such aircraft to meet the present emergency.

c. The quantity of C-117's required and desired by the civil air carriers depends on the quantity of C-53's or C-49's which can be released. Temporary retention of certain C-53's and C-49's in the Army Air Forces inventory will require the production and allocation of C-117's for airline use which could be avoided.

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d. To achieve effective and economical operation in the Air Forces, it is desirable to eliminate from the Army Air Forces inventory those non-standard and obsolescent aircraft which require the stocking of specialized spare parts to provide the necessary maintenance. Utilization of C-47 and C-117 aircraft in place of all other DC-3 type aircraft will minimize supply and maintenance problems.

RECOMMENDATIONS:

1. It is therefore recommended

a. That all flyable non-standard DC-3 type aircraft be immediately ordered back to the United States.

b. That necessary replacements of staff-transports in the theatre be made from C-47 models presently in the theatre.

c. That all non-standard DC-3 type aircraft be declared surplus for release to the civil air carriers.

d. That the attached RAR to AC/AS, A-3 be signed.

(Signed) E. M. Powers

E. M. POWERS
Major General, U.S.A.
Asst. Chief of Air Staff
Materiel and Services

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8 Jan. & 20 June 1974
By [illegible] NARS, Date 12-7-76

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Augmentation of Civil Airlines with AAF Aircraft.

TO: AC/AS, A-3

DATE: 2 [illegible] 1945

FROM: Chief of Air Staff

Comment No. 1
Lt.Col.F.C.Ward/jet/7k323

1. The prompt elimination from the AAF inventory of all non standard DC-3 type aircraft (C-41, C-48, C-49, C-50, C-53, and C-68) is desired.

2. In order to accomplish this, instructions should be issued to return from overseas all DC-3 type aircraft other than the C-47, which can economically be prepared for flight delivery, to the United States and to declare surplus in overseas theaters in accordance with AAF Regulation 65-85 all of such aircraft which cannot be returned.

3. Upon arrival in the United States, such aircraft should be declared surplus or otherwise released so as to enable them to be allocated to the civil airlines.

Signed

C. C. CHAUNCEY
Major General, U. S. Army
Deputy Chief of Air Staff

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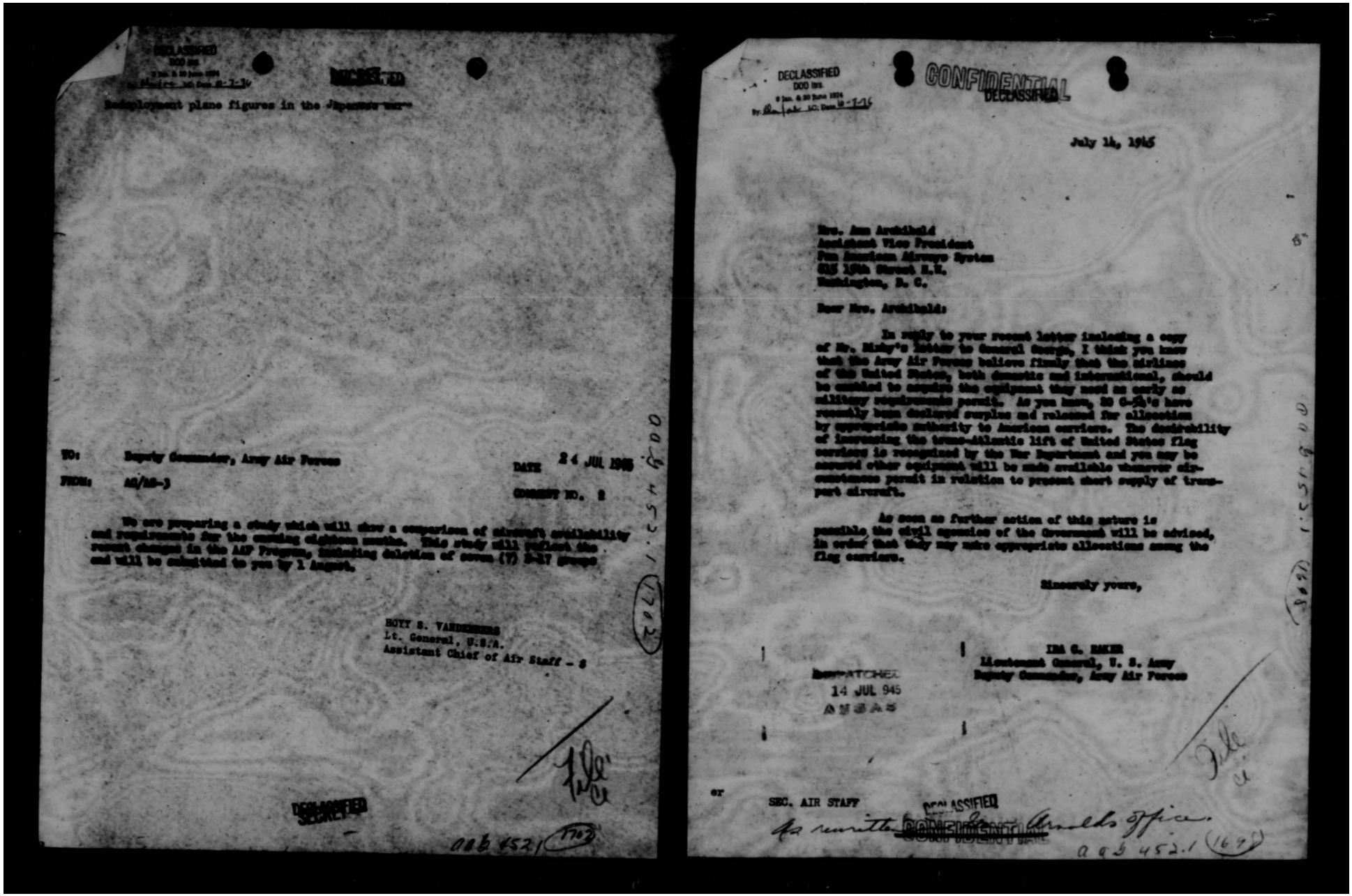

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DOD Dir.
By [illegible] NARS, Date 8-7-14

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Redeployment plane figures in the Japanese war

TO: Deputy Commander, Army Air Forces

DATE 24 JUL 1945

FROM: AC/AS-3

COMMENT NO. 2

We are preparing a study which will show a comparison of aircraft availability and requirements for the coming eighteen months. This study will include the recent changes in the AAF Program, including deletion of seven (7) B-29 groups and will be submitted to you by 1 August.

HOYT S. VANDENBERG
Lt. General, U.S.A.
Assistant Chief of Air Staff - 3

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(701) 1 Encl

a05452.1 (702)

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By [illegible] NARS, Date 8-7-14

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July 14, 1945

Mrs. Ann Archibald
Assistant Vice President
Pan American Airways System
815 15th Street N.W.
Washington, D. C.

Dear Mrs. Archibald:

In reply to your recent letter inclosing a copy of Mr. Hixby's letter to General George, I think you know that the Army Air Forces believe firmly that the airlines of the United States, both domestic and international, should be enabled to acquire the equipment they need as early as military requirements permit. As you know, 20 C-54's have recently been declared surplus and released for allocation by appropriate authority to American carriers. The desirability of increasing the trans-Atlantic lift of United States flag carriers is recognized by the War Department and you may be assured other equipment will be made available whenever circumstances permit in relation to present short supply of transport aircraft.

As soon as further action of this nature is possible, the civil agencies of the Government will be advised, in order that they may make appropriate allocations among the flag carriers.

Sincerely yours,

IRA C. EAKER
Lieutenant General, U. S. Army
Deputy Commander, Army Air Forces

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14 JUL 945
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or SEC. AIR STAFF

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AEAF-50
Col Butler/dm/72889
wtn 7 July 1945

[redacted]

[redacted]

[redacted]

[redacted]

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[redacted]

[redacted]

[redacted]

Sec/War Staff

Secretary.

[redacted]

Secretary's Office.

AAB 462.1 (698)

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Pan American Airways System

June 20, 1945

Lt Gen Ira C. Eaker
Dy AAF
War Dept
Washington 25, D.C.

Dear Gen Eaker:

I am enclosing herewith a copy of a letter which Mr. Rigby wrote to Gen George on the subject of C-54 equipment for Pan American Airways. As is indicated in the letter, this was written as a result of a meeting on equipment held at the Air Transport Association.

I feel that I do not have to tell you of the desperate need for this type of equipment in our Atlantic operation, and will appreciate any help that you can give us or having any consideration you may care to make.

With best wishes as always, I am

Sincerely

s/ Ann
Ann Archibald

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June 27, 1945

Major General Harold L. George
Commanding Officer
Air Transport Command
1834 Gravelly Point, Va.

Dear Gen George:

You will recall that at the meeting of the Board of Directors of the Air Transport Association held on June 20th, at which you and General Smith were present, you were good enough to suggest that we present a definite program for operation of four-engine land planes over the Atlantic. Conforming with that suggestion, we are glad to submit the following program:

	Route	Frequency	Aircraft Required
1.	New York - London via Newfoundland and Ireland	Daily	8
2.	New York - Paris via Azores and Lisbon	Daily	8

3. Priorities would be determined by the Army so as to protect the "lift" factor so urgently needed in the transportation of essential personnel.

The Aircraft would be made available for allotment by the Civil Aeronautics Board to those American Flag Carriers certificated for trans-Atlantic service.

Because of the obsolescence of the Boeing B-314 Flying Boats now in use, and the probability that soon if not all, of them will have to be retired because of stress corrosion in the main spars, it is now highly desirable to replace the B-314's. Since the C-54 type appears to be the first which can be made available and licensed for such operation, they would seem to provide the best solution for the problem now confronting the operators of American Flag trans-Atlantic service.

In view of the critical situation facing the trans-Atlantic carriers, may we ask your early action on this matter.

Respectfully yours

RHB:ak

R. H. BIXBY

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DOD Dir.
By [illegible] NC, Date 12-7-7

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BY DECLASSIFIED
CHIEF of the ARMY AIR FORCES
DATE INITIALS

AFAEM-CO
HVB:mpp
711[illegible]
wins 7 Jul 45

10 JUL 1945

SUBJECT: Request for 20 B-17G Type Aircraft (Reference Serial Control of 5 Jul 1945)

TO: Chief of Naval Operations

1. In answer to your request for 20 B-17G aircraft for a radar picket program, the AAF can make available to the U. S. Navy 20 new B-17G airplanes from AAF storage or expectation. These airplanes will be backed up by the normal complement of spares.

2. When a case comes before Joint Allocation (Air), the AAF will support the Navy request.

Signed

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

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10 JUL 945
ARMY

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Copy to: Office of Sign.

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DOD Dir.
5 Jun. & 30 June 1974
By [illegible] JCS Date 10-7-74

COPY

Op-03-4O-COT/mal
(SC)A4-1/VV
Serial: 0010503

5 Jul 1945

From: Chief of Naval Operations
To: Commanding General, U. S. Army Air Forces

SUBJECT: Request for Allocation of B-17G Type Aircraft.

1. There exists an urgent military requirement for aircraft capable of acting as radar pickets. Such aircraft must carry special radar equipment and have adequate facilities to accomodate personnel to properly evaluate information. It has been determined that the B-17 is the only aircraft suitable for the mounting of special equipment and which is able to meet all other requirements.

2. It is requested that twenty (20) B-17G type aircraft be allocated to the U. S. Navy to fill the requirement stated in paragraph 1 above. It is desired that delivery of these aircraft commence at the earliest practicable date. In order that all aircraft will have the same service changes incorporated, all planes should be from the same block and of the same model.

3. It is further requested that a full range of maintenance spares in accordance with the provisions of J.A.C. Case No. 1850, Revision D, be delivered concurrently with the aircraft.

4. Subject to your confirmation and approval, a case will be presented to Joint Allocation (Air) requesting formal allocation of twenty (20) B-17G type aircraft to the U. S. Navy.

(S)
L. A. MOEBUS
By Direction

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DOD Dirs.
8 Jan. & 30 June 1978
By [illegible] NSC, Date 11-7-78

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CHIEF [illegible]
DATE INITIALS

MEMORANDUM FOR DEPUTY CHIEF OF THE AIR STAFF:

Subject: U. S. Navy Request for 20 B-17G's

1. Joint Allocation (Air) on 29 June 1945 assigned to the U. S. Navy one B-17G airplane for test purposes in connection with AEW (aircraft early warning). On 6 July 1945 another B-17G was approved for same purpose by Joint Allocation (Air).

2. On 5 July 1945 the Navy requested 20 B-17G's of the latest model for an "urgent military requirement" as radar pickets. Such pickets are essentially a radar relay to the fleet or land base, which in effect, extends the radar range of the fleet or the base.

3. AC/AS OC&R states that 20 new B-17G's can be made available immediately from AAF stocks or expectancies.

4. It was pointed out that such use of B-17's by the Navy is an encroachment on AAF reconnaissance aviation. However, it is felt that the AAF cannot very well justify turning down the request for 20 since they are to be tied to the fleet.

ACTION RECOMMENDED

a. Support U. S. Navy's request for 20 B-17G's in Joint Allocation (Air).

b. Dispatch attached letter to U. S. Navy.

Signed

LAURIS NORSTAD,
Major General, U. S. A.,
Asst Chief of Air Staff, Plans.

Incl -
drft ltr to CNO;
orig ltr frm CNO
dtd 5 Jul 45

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DOD Dirs.
8 Jan. & 20 June 1974
By [illegible] Ltr. 1C; Date 10-7-74

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BY AUTHORITY OF THE
CHIEF of the ARMY ARTIFACTS
PAMPHLET
FILE
DATE INITIALS

10 JUL 1945

SUBJECT: Request for 20 B-17G Type Aircraft (Reference Serial 0010503 of 5 Jul 1945)

TO: Chief of Naval Operations

1. In answer to your request for 20 B-17G aircraft for a radar picket program, the AAF can make available to the U. S. Navy 20 new B-17G airplanes from AAF stocks or requisitions. These airplanes will be issued up by the normal complement of spares.

2. When a case comes before Joint Allocation (Air), the AAF will support the Navy request.

Signed

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

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10 JUL 945
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Copy to: SEC/Air Staff

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DOD Dirs.
8 Jan. & 20 June 1974
By [illegible] Ltr. 1C; Date 10-7-74

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COPY

Op-03-b0-COT/ml
(SC)A4-1/VV
Serial: 0010503

5 Jul 1945

From: Chief of Naval Operations
To: Commanding General, U. S. Army Air Forces

SUBJECT: Request for Allocation of B-17G Type Aircraft.

1. There exists an urgent military requirement for aircraft capable of acting as radar pickets. Such aircraft must carry special radar equipment and have adequate facilities to accomodate personnel to properly evaluate information. It has been determined that the B-17 is the only aircraft suitable for the mounting of special equipment and which is able to meet all other requirements.

2. It is requested that twenty (20) B-17G type aircraft be allocated to the U. S. Navy to fill the requirement stated in paragraph 1 above. It is desired that delivery of these aircraft commence at the earliest practicable date. In order that all aircraft will have the same service changes incorporated, all planes should be from the same block and of the same model.

3. It is further requested that a full range of maintenance spares in accordance with the provisions of J.A.C. Case No. 1850, Revision D, be delivered concurrently with the aircraft.

4. Subject to your confirmation and approval, a case will be presented to Joint Allocation (Air) requesting formal allocation of twenty (20) B-17G type aircraft to the U. S. Navy.

(S)
L. A. MOEBUS
By Direction

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DOD Dir. 5200.9 and June 1974
By Authority of: EO Date 12-7-76

SECRET

Availability of P-47N Aircraft

Chief of Air Staff (General Chennault) 28 June 1945

General Kuter 1

Attention is invited to the inclosed radiogram from General Giles. I would like a considered view of the Air Staff as soon as possible, with reasons. Based on combined reasons, give me a proposed reply.

I.C.S.

1 Incl
Radiogram 4886,
6/26/45

Rec'd 28 June 1945

Ans'd Gen

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DOD Dir. 5200.9
8 Jan. & 23 June 1978
By Alan Lee, NC Date 10-3-76

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713.72
wtaa 29 Jun 45

8 JUL 1945

MEMORANDUM FOR THE CHIEF OF NAVAL OPERATIONS:

Subject: Request for Allocation of OY (L-5) Aircraft to the U. S. Navy

1. The Army Air Forces has included the requirement against production of 24 OY (L-5) aircraft for the U. S. Navy on 30 April in your letter to the Commanding General, U. S. Army Air Forces, dated 8 June 1945.

2. Twenty-four OY (L-5) aircraft can be made available in the last quarter of 1945 as follows:

October	November	December
8	8	8

For the Commanding General, Army Air Forces:

Signed

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

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DOD Dir. 5 Jan. & 30 June 1979
By [illegible] NLC Date 10-1-14

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COPY

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

Serial 012203

8 Jun 1945

From: Chief of Naval Operations
To: Commanding General, U. S. Army Air Forces

SUBJECT: Request for Allocation of OY (L-5) Aircraft to the U. S. Navy.

1. Considerable experimental work has been conducted with the OY type aircraft in the dispersal of DDT sprays for the purpose of insect control. The experiments have now reached the stage where it has been determined that a considerable saving of manpower can be accomplished and a more effective dispersal of DDT spray can be effected by the use of aircraft. The Bureau of Medicine and Surgery desires to use OY (L-5) type aircraft for this purpose and requires 24 of this type aircraft to meet their needs.

2. It is requested that 24 OY (L-5) type aircraft be allocated to the U. S. Navy for the purpose indicated in paragraph 1. If possible, it is desired that the subject aircraft be allocated in accordance with the following schedule:

July	Aug	Sept	Oct	Nov	Dec	Total
6	2	6	4	4	2	24

Previous to this request the U. S. Navy has been tentatively allocated a total of 192 OY (L-5) aircraft to be delivered during the calendar year 1945. This requirement is in addition to all previous requirements.

3. Subject to your confirmation, a case will be presented to Joint Allocation (Air) for formal approval.

(S)
D. V. GALLERY
By Direction

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DOD Dir.
8 Jun. & 30 June 1974
By [illegible] NC, Date 10-7-76

~~CONFIDENTIAL~~

JUN 29 1945

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Request for Allocation of 24 Additional (L-5) Aircraft to the U. S. Navy

1. The U. S. Navy has requested an allocation of 24 additional L-5 airplanes for delivery during the period July - December 1945. The aircraft are requested for delivery beginning in July.

2. The AAF has programmed 67 of the same type for the U. S. Navy for the same period and a delivery schedule to complete delivery on these 67 by the end of August has been arranged by the AC/AS, MRO.

3. The additional 24 requested can be made available from AAF expenditures in the last three months of the year. No increased production is necessary to accomplish this.

4. In view of the accelerated delivery of the previous allocation set forth in paragraph 2 above, a delivery schedule of 8 October, 8 November and 8 December is acceptable to the U. S. Navy.

[redacted]:

The attached memorandum to the Chief of Naval Operations be forwarded, in reply to U. S. Navy's request (Serial 0-12203) of 8 June 1945.

LAURIS NORSTAD
Brigadier General, U.S.A.,
Assistant Chief of Air Staff, Plans.

2 Incls
orig ltr dtd
8 Jun '45
Memo for C/NO

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DOD Dir.
5 Nov. & 20 April 1954
By [illegible], Date [illegible]

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Aircraft Assignment

Assistant Chief of Air Staff, OSAR

29 June 1945

Deputy Commander, AAF

1

NAL/hd/3373

1. The Chief of Air Staff desires that effective this date, all requests for assignments of aircraft for administrative purposes within the Zone of Interior for other than AAF activities, be referred to this office for decision and policy guidance.

2. This new procedure is not intended in any way to reflect upon the efficiency of your commitments division, which has done an excellent job in the past in making these assignments; however, it was brought to General Kuter's attention that an extremely large number of airplanes have been assigned to the Army Ground Forces and Army Service Forces activities "By direction of the Secretary of War" and "By order of the Chief of Staff". In other words, it appears that G-4, WDGS has gotten itself in over its head in the airplane business and General Kuter feels that now is high time to step in and reserve the perogative of the assignment of aircraft within the United States solely by the Army Air Forces.

Signed

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

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DOD Dir. 5 Jan. & 20 June 1974
By [illegible] NCI Date 10-7-74

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Aircraft Assignment

Assistant Chief of Air Staff, G3SR

29 June 1945

Deputy Commander, AAF

HAL/hd/3373 1

1. The Chief of Air Staff desires that effective this date, all requests for assignments of aircraft for administrative purposes within the Zone of Interior for other than AAF activities, be referred to this office for decision and policy guidance.

2. This new procedure is not intended in any way to reflect upon the efficiency of your commitments division, which has done an excellent job in the past in making these assignments; however, it was brought to General Baker's attention that an extremely large number of airplanes have been assigned to the Army Ground Forces and Army Service Forces activities "By direction of the Secretary of War" and "By order of the Chief of Staff". In other words, it appears that G-4, WDGS has gotten itself in over its head in the airplane business and General Baker feels that now is high time to step in and recover the perogative of the assignment of aircraft within the United States solely by the Army Air Forces.

Signed

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

SAS 432.1 (1943)

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SAS 432.1 (1943)

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DOD Dirs.
9 Jan. & 20 June 1974
By [illegible] NC, Date 10-2-74

AFAMP Col G P Baker/ab #71124
Written 6/29/45

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29 JUN 1945

MEMORANDUM FOR THE ASSISTANT CHIEF OF AIR STAFF FOR AIR

Subject: Aircraft Production Schedule Following the Defeat of Japan

1. Reference is made to your communication of 16 May 1945, transmitting a copy of a letter to you from Mr. J. A. Krug, regarding an aircraft production schedule following the defeat of Japan. The Air Staff had completed the contemplation of such a schedule and it is submitted to you herewith.

2. At the time of the receipt of your communication, the Army Air Forces was embarking upon its first V-J-day demobilization planning project calling for a preliminary plan for personnel, material and [illegible] upon the defeat of Japan. The plan is based upon an Interim Air Force of 70 groups, which figure was approved by the War Department for the purposes of this planning project. AC/AS, OMAR developed the aircraft requirements necessary for the equipment and support of such groups and AC/AS, MAS translated such aircraft requirements into the attached production schedule. It is felt that the attached schedule can be effectively defended as the first estimation of the program essential to equip the Interim Air Force through the purchase of sufficient advanced types of aircraft.

3. It may be noted that the number of planes to be produced per year is not strikingly out of line with the schedule which General Kuhls developed on the estimated need of the industry for survival. It appears, therefore, that through pure chance, the attached schedule would probably, with Navy and commercial demand, give the support necessary to maintain a healthy industry available for emergency expansion. The latter conclusion is, however, not one which the Air Forces is well equipped to make until further long-range and carefully-planned studies are completed. The studies being conducted by the Army Air Forces and by Harvard University for the Interdepartmental Committee on the Rehabilitation of the Aircraft Industry should make possible by mid-winter much more definite conclusions on this matter of the essential size of the postwar aircraft industry.

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By [illegible]

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4. It is understood that the Aircraft Industries Association of America has circulated a detailed questionnaire to all of the aircraft companies, seeking the answer to the question of what each company would consider the minimum amount of business which it would require to maintain a nucleus of necessary management engineering and labor personnel. The results of such a study are expected within a month.

5. Mr. Krug assumes the presentation of a single schedule by the Air Forces and the Navy. Because it is understood that the Navy is presenting a schedule based purely upon its estimated requirements and such requirements will be large, it is recommended that the Air Forces and the Navy present separate programs lest a single program imply concurrence of the Army Air Forces in the Navy's estimated requirements.

For the Commanding General, Army Air Forces:

Signed

IRA C. EAKER
Lieutenant General, U.S.A.
Deputy Commander, Army Air Forces

Incls. - 2
1-Sch'd. Prod. Sched.
2-Draft ltr to Mr. Krug

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29 JUN 45
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DOD Dir. 5 Jun. 6-30 June 1974
By [illegible] NLC, Date 10-7-74

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Col G P Baker/ab #71124
Written 6/29/45

29 JUN 1945

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR

Subject: Aircraft Production Schedule Following the Defeat of Japan

1. Reference is made to your communication of 16 May 1945, transmitting a copy of a letter to you from Mr. J. A. Krug, regarding an aircraft production schedule following the defeat of Japan. The Air Staff has completed the construction of such a schedule and it is submitted to you herewith.

2. At the time of the receipt of your communication, the Army Air Forces was embarking upon its first V-Day demobilization planning project calling for a preliminary plan for personnel, material and industrial readjustment upon the defeat of Japan. The plan is based upon an Interim Air Force of 70 groups, which figure was approved by the War Department for the purposes of this planning project. AC/AS, OR&A developed the aircraft requirements necessary for the equipment and support of such groups and AC/AS, MAS translated such aircraft requirements into the attached production schedule. It is felt that the attached schedule can be effectively defended as the first estimation of the program essential to equip the Interim Air Force through the purchase of sufficient advanced types of aircraft.

3. It may be noted that the number of planes to be produced per year is not strikingly out of line with the schedule which General Kenzie developed on the estimated need of the industry for survival. It appears, therefore, that through pure chance, the attached schedule would probably, with Navy and commercial demand, give the support necessary to maintain a healthy industry available for emergency expansion. The latter conclusion is, however, not one which the Air Forces is well equipped to make until further long-range and carefully-planned studies are completed. The studies being conducted by the Army Air Forces and by Harvard University for the Interdepartmental Committee on the Demobilization of the Aircraft Industry should make possible by mid-winter much more definite conclusions on this matter of the essential size of the postwar aircraft industry.

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4. It is understood that the Aircraft Industries Association of America has circulated a detailed questionnaire to all of the aircraft companies, seeking the answer to the question of what each company would consider the minimum amount of business which it would require to maintain a nucleus of necessary management engineering and labor personnel. The results of such a study are expected within a month.

5. Mr. Krug assumes the presentation of a single schedule by the Air Forces and the Navy. Because it is understood that the Navy is presenting a schedule based purely upon its estimated requirements and such requirements will be large, it is recommended that the Air Forces and the Navy present separate programs lest a single program imply concurrence of the Army Air Forces in the Navy's estimated requirements.

For the Commanding General, Army Air Forces:

Signed

IRA C. EAKER
Lieutenant General, U.S.A.
Deputy Commander, Army Air Forces

Encls. - 2
1-Sort. Prod. Sched.
2-Draft ltr to Mr. Krug

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DOD 5200.
5 Jan. & 20 June 1974
By ASAm (mch) NC. Date 8-7-74

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6/24/45 JCS

Aircraft Production Schedule Following Defeat of Japan

Deputy Commander, Army Air Forces 26 June 1945

1

Special Projects Office Capt Harvey/ca/ab 571124

1. Reference is made to letter from Mr. J. A. Krug to Mr. Lovett, subject as above, dated 14 May 1945 and AAF Comment No. 1, dated 17 May 1945, from the Deputy Commander, AAF to AC/AS, OSAS, transmitting Mr. Krug's letter and requesting appropriate action. Further reference is made to Comment No. 2 dated 25 May from AC/AS, OSAS to the Deputy Commander, AAF indicating that Special Projects Office would submit an appropriate schedule for Mr. Lovett's use prior to 1 July. Copy of Mr. Krug's letter is attached.

2. This office recommends submission of the attached production program (JX-1 Schedule) for the 24 months following an assumed VJ-Day of 31 August 1945. According to preliminary appraisals of what is needed to maintain an effective industry, this schedule provides the continuous flow of business necessary to maintain an operating industry capable of rapid expansion. This schedule is based on a computation of requirements by AC/AS, OSAS, and their translation into a production program by AC/AS, SPSS. The requirements are based on the needs of an interim air force composed of 70 groups. For VJ-Day planning, the War Department has approved this figure. Consideration has been given to the deployment of the individual groups to provide occupational forces, to provide a strategic reserve and to perform the necessary training functions of the AAF. Allowance has been made for the aircraft of current models which will be on hand on VJ-Day. Future models to be introduced were selected on the basis of the present development program. The attached JX-1 Schedule represents the minimum necessary:

a. To provide additional quantities of new models now in production (such as the P-80, the long range version of the P-51, and the C-82) for immediate use;

b. To introduce new and radically improved models as soon as they have been proved and tested.

3. The attached production schedule represents the first of a series of programs which will be developed continuously through periodic revisions as assumptions become firmer, just as the series of XX programs was developed during the latter part of a year prior to VE-Day. However, it is believed that this first schedule does indicate the pattern of AAF needs for the period immediately following the fall of Japan. Under any circumstances, it is essential that the program of replacements and modernization be inaugurated as soon as the new models can be

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Aircraft Production Schedule Following Defeat of Japan (Contd)

Deputy Commander, AAF 26 June 45

1 (Contd)

Special Projects Office

produced. This means that while aircraft on hand may supply part of AAF needs for varying numbers of months, there will be a continuing demand for new equipment in order to preserve AAF superiority in design and performance.

4. The series of studies being conducted jointly with the Navy through the Interdepartmental Committee on Demobilization of the Aircraft Industry will eventually establish a sound basis for determining the size of an industry necessary for rapid expansion in an emergency. It can be said for this program, however, that it calls for a considerably larger aggregate production than the program tentatively advanced by AC/AS on the basis of individual opinions of what would maintain an industry with the required responsibility. As the studies of the Interdepartmental Committee progress, it will be possible to improve the quality of this factor in the preparation of post-VJ-Day production programs.

5. A draft of a proposed letter from Mr. Lovett to Mr. Krug is also appended to indicate some of the points which might be covered in transmitting the schedule.

GEORGE P. BAKER
Colonel, G.S.C.,

For and in the absence of:

F. TRUBEE DAVISON,
Colonel, Air Corps,
Chief, Special Projects.

Encls - 3
cy - ltr fr Mr Krug 5/14/45
cy - JX-1 schedule
cy - draft proposed ltr to Mr. Krug

CONCURRENCE:

AC/AS, OSAS

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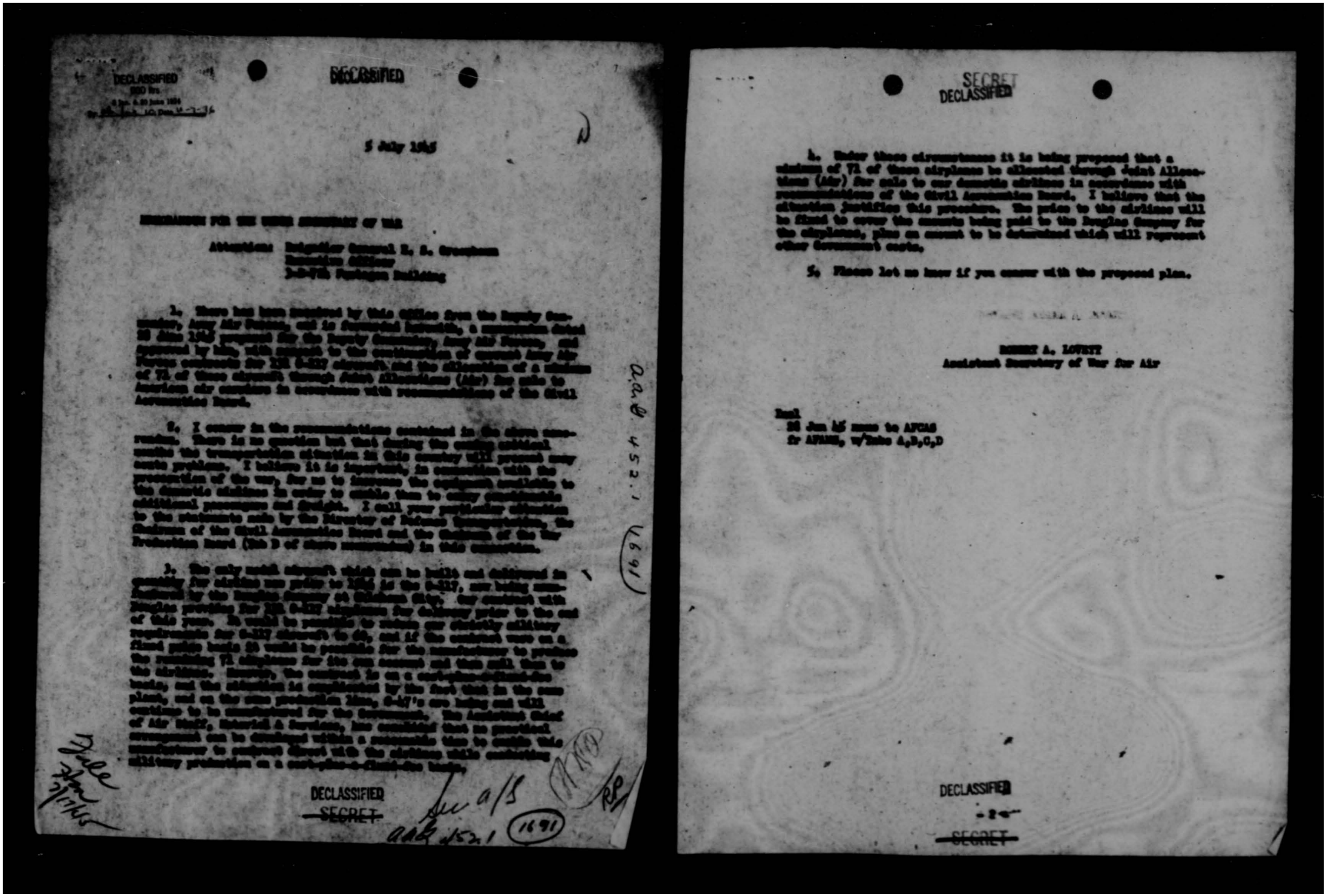

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SRD No.

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5 July 1945

MEMORANDUM FOR THE UNDER SECRETARY OF WAR

Attention: Brigadier General H. S. Crowsham
Executive Officer
3-E-878 Pentagon Building

1. There has been received by this office from the Supply Committee, Army Air Forces, and is forwarded herewith, a memorandum dated 28 June 1945 proposal that the Supply Committee, Army Air Forces, and approved by WPB, with respect to the continuation of current Army Air Forces contracts for 2500 C-82's aircraft and the allocation of a minimum of 75 of these aircraft through Joint Allocations (AAC) for sale to American air carriers in accordance with recommendations of the Civil Aeronautics Board.

2. I concur in the recommendations contained in the above memorandum. There is no question but that during the coming critical months the transportation situation in this country will present many acute problems. I believe it is important, in connection with the prosecution of the war, for us to increase the equipment available to the domestic airlines in order to enable them to carry passengers, additional passengers and freight. I call your particular attention to the statements made by the Director of Defense Transportation, the Chairman of the Civil Aeronautics Board and the Chairman of the War Production Board (the 3 of them concerned) in this connection.

3. The only additional aircraft which can be built and delivered in quantity for airlines use prior to 1946 is the C-82's, now being manufactured by the Douglas Company at Oklahoma City. Our contract with Douglas providing for 220 C-82's airplanes for delivery prior to the end of this year. It would be possible to reduce our existing military requirements for C-82's aircraft to 45, and if the contract were on a fixed price basis it would be possible for the manufacturer to produce the remaining 75 airplanes for his own account and then sell them to the airlines. However, the contract is on a cost-plus-fixed-fee basis, and the situation is complicated by the fact that in the same plant, and on the same production line, C-47's are being and will continue to be manufactured for the Navy. The Assistant Chief of Air Staff, Materiel & Services, has considered that no practical arrangement can be developed within a reasonable time to enable the manufacturer to proceed ahead with the sixties while continuing military production on a cost-plus-a-fixed-fee basis.

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4. Under these circumstances it is being proposed that a minimum of 75 of these airplanes be allocated through Joint Allocations (AAC) for sale to our domestic airlines in accordance with recommendations of the Civil Aeronautics Board. I believe that the situation justifies this procedure. The price to the airlines will be fixed to cover the amounts being paid to the Douglas Company for the airplanes, plus an amount to be determined which will represent other Government costs.

5. Please let me know if you concur with the proposed plan.

ROBERT A. LOVETT
Assistant Secretary of War for Air

Encl
26 Jun 45 memo to AFCAS
fr AFAIRE, w/3mbo A,B,C,D

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Brig.Gen.K.B.Powers/ETR/lgs/[illegible]
27 June 1945

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DOD ltrs:
9 Jan. & 20 June 1974
By [illegible] NC, Date 10-7-74

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MEMORANDUM FOR THE DEPUTY COMMANDER, ARMY AIR FORCES

SUBJECT: Production of C-117 (DC-3) Airplanes for Commercial Airlines

I. Recommendation

1. A detailed report by the Aircraft Division, War Production Board, dated 10 April 1945, on Civil Air Carrier Equipment Requirements to meet War Transportation Demands (Enclosure A) substantiates the fact that demands upon commercial air carriers for essential transportation may far in excess of available capacity. The Aircraft Production Board therefore appointed a special committee on American Air Carrier Requirements to study the problem and submit recommendations. In the report, dated 2 May 1945, (Enclosure B), the Committee stated that the production of transports for American Air Carriers is a war-supporting activity and should be encouraged. Accordingly on 4 May 1945, Mr. J. A. Krug, Chairman, War Production Board, and Chairman, Aircraft Production Board, addressed letters (copy attached to Enclosure B) to the various divisions of the industry advising that "Aircraft, aircraft engine, propeller and aircraft component manufacturers may develop and build equipment for sale to American Air Carriers provided there is no interference with present or subsequent military aircraft production schedules or development committments." It was decided that for many material programs the commercial production should, where possible, be handled on a direct airline-manufacturer basis, i.e., normal customer-vendor relationship.

2. Sales plans are in process of accomplishment, all except one of the aircraft manufacturers concerned will be converted to fixed-price contracts before they can complete engineering and tooling changes required to produce transport designs economically suitable for commercial airline passenger operations. Consequently they will be in a position to deal directly with the airlines. The exception is Douglas, Oklahoma City, now producing C-117's. This is the only model which can be built and delivered in quantity for airline use prior to 1946. After thorough investigation and study, as indicated by Air Technical Service Command letter, dated 9 June 1945, (Enclosure C), this office is of the opinion that no practical arrangement can be developed within a reasonable time to enable this manufacturer to contract directly with the airlines while conducting military production on a cost-plus-fixed-fee basis. War Dept

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Brig.Gen.E.H.Powers/JPH/lgn/[illegible]76
27 June 1945

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it appear possible to complete conversion to a fixed-price basis within a time commensurate with the present urgent need for airline equipment.

3. Under the First War Powers Act, subject airplanes can be produced on military contracts and sold to the airlines if such action is deemed necessary in facilitating the prosecution of the War. Letters received from the Director, Office of Defense Transportation, the Chairman, Civil Aeronautics Board, the Commanding General, Army Transportation Corps, the Chairman, War Production Board and the Acting President, Air Transport Association of America (Enclosure B), contain statements that indicate the importance, in connection with the prosecution of the War, of providing additional equipment for the Airlines. It is noted that War traffic demands which are being made, and will be made with increasing urgency in connection with redeployment, are felt to constitute an immediate requirement for new equipment. Surplus DC-3 type airplanes (C-47, C-49 and C-53), no longer needed for military operations, are being converted, but because of the limited facilities capable of handling such modifications, as well as the length of time required, this can afford only partial relief.

4. There are now 131 C-117 airplanes on contract for delivery to the Army Air Forces by the end of this year. Recent studies indicate that military requirements can be reduced to a total of 60 if the remaining 71 can be diverted to the airlines. This increased capacity would then be available for priority traffic which would otherwise require military air transport.

II. Action recommended

1. That current Army Air Forces contracts for 131 C-117 airplanes be continued in effect.

2. That a minimum of 71 of these airplanes be allocated through Joint Allocations (Air) for sale to American Air Carriers in accordance with recommendations of the Civil Aeronautics Board. That essential changes, required to meet Civil Aeronautics Administration and Airline standards, be accomplished in production.

4 Encls.

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ARMY AIR FORCES
Headquarters
Air Technical Service Command

9 June 1945

SUBJECT: Douglas Aircraft Company -
Sale of DC-3 Airplanes to Airlines

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

Attention: AC/AS, M&S, Chief, Procurement Division

1. This Command has been requested to consider a program whereby DC-3 airplanes can be made available to the airlines. The Oklahoma City plant operated by Douglas Aircraft Company is currently in production at Oklahoma City on C-47 and C-117 airplanes, the latter model being similar to the commercial DC-3 type airplane.

2. Representatives of the Douglas Company have been at Wright Field since 29 May exploring with representatives of this Command the many problems involved in accomplishing the desired end. As a result of such studies, the problems have divided themselves into two phases, which can roughly be classified as (a) problems relating to airplanes which it is hoped will be delivered during the current calendar year and (b) problems relating to airplanes to be delivered during the calendar year 1946.

3. With respect to airplanes to be delivered next year, it will be possible for Douglas Company to proceed from the beginning of production on the basis of a mixed-plant operation and to maintain separate purchase orders, separate accounts, etc. In order to meet a schedule calling for deliveries starting sometime after 1 January 1946, it is necessary that a number of contractual arrangements covering use of Government-owned buildings, tooling, etc., be entered into promptly, inasmuch as it will be necessary to commence the manufacture of parts and subassemblies within relatively few weeks. This Command has been actively working on the necessary agreements. Various problems in connection with such agreements will require decision of higher authority, and will be presented in a separate letter within the next few days.

4. The problem with respect to DC-3 airplanes to be delivered this year is much more difficult, inasmuch as it involves the diversion of completed airplanes or completed components, work in process, purchased parts and materials which were acquired or produced under the CPFF contract. After considerable study, this Command has reached the conclusion that it is extremely doubtful whether the many problems involved can be worked out in time to permit delivery of commercial airplanes during 1945, except by taking C-117 airplanes off of the regular C-47 -- C-117 production line, allocating them to either Douglas or to the airlines. Some of the problems, which have resulted in the foregoing conclusion, are outlined in the following paragraphs.

5. The accounting problems involved in commercial production of DC-3 airplanes have been explored with representatives of Contract Audit Division and representatives of the Douglas Company. To verify preliminary conclusions, a representative of the Contract Audit Division has been sent to the Douglas plant at Oklahoma City and the plant of McDonnell Aircraft Company, which is a CPFF subcontractor for tail surfaces. Another representative has visited the plant of Pullman Company in Chicago, where wing sections for the C-47 and C-117 airplanes are manufactured on a CPFF basis. It is the tentative opinion of Contract Audit Division that by proper planning adequate separation of costs could be established with respect to airplanes or components on which no work has as yet been done, which would cover commercial airplanes to be delivered after 1 January 1946. However, it is believed that on airplanes or components on which work has already started, an accurate determination of costs would be impracticable. Materials have been obtained and work started on a substantial portion of planes to be delivered during 1945. This tentative opinion may be affected by the investigations mentioned above, which have not been completed.

6. The possibility of a termination of certain C-117 airplanes and the transfer of components and parts to Douglas as termination inventory has been considered. It is the opinion of this Command that the procedures set up with respect to termination inventory would not be helpful in turning over to the Douglas Company materials, parts and components for the manufacture of commercial airplanes during the current year. The difficulty arises from the fact that relatively little termination inventory would be generated by a cutback in C-117 airplanes, inasmuch as most of the inventory would be useful in the production of C-47 airplanes remaining on contract, and the termination would involve only the cancelling of certain commitments which might be accomplished at little or no cost.

7. The possibility of sale under P. R. 363 has been considered. It is believed that a broadening of this provision might be necessary, in view of the fact that it is not sufficiently clear that sales can be made except for the purpose of furthering the prosecution of the war, and the fact that findings already made indicate that sales for the purpose of delivering airplanes to domestic and foreign airlines might not fall within this classification. It is believed that any action by the Under Secretary of War to authorize the transfer of components, such as fully completed wings, etc., would involve the same considerations of policy as would be involved on allocation of completed airplanes. This problem is equally applicable to any sale by the Government of engines, propellers or other items of GFE.

8. Appropriate arrangements must be made for the use of the Government-owned facilities for commercial production. This would involve not only the main plant at Oklahoma City, which is under the control of the Corps of Engineers, but also the BPC plant operated by Pullman and probably the facilities operated by McDonnell. No survey has been made as to the extent to which this problem would arise with respect to fixed-price subcontractors or vendors. The contractor is currently negotiating with the Corps of Engineers with respect to the Oklahoma City plant. However, the time required to conclude all such arrangements would probably prevent the construction of parts and components in time to be incorporated in airplanes delivered during 1945.

9. A similar problem exists with respect to the use of Government-owned tooling. Efforts are being made to work out agreements with Douglas which would cover the use of Government-owned tooling. It is believed that such agreements can be worked out in time so that parts needed for airplanes delivered during 1946 can be produced on Government-owned tooling. This involves numerous problems such as the maintenance of the tooling, the preservation of the tooling for parts peculiar to C-117 after Government requirements for such parts have been terminated,

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etc. It appears doubtful whether these problems can be worked out in time to use the tooling for airplanes to be delivered in 1945.

10. The problem of Government-furnished equipment is one of the most important with respect to any commercial planes delivered during 1945. Many of the suppliers of GFE are in a position to sell directly to Douglas for delivery in 1946, but are unable to quote for delivery in time to be incorporated in planes delivered during 1945. It, therefore, appears that any program calling for delivery of commercial airplanes during 1945 must contemplate the sale by the Government to Douglas or the airlines of a substantial portion of those GFE items which are used on the commercial version of the C-117. Such sales would present the questions referred to in paragraph 7. In addition, it should be noted that many of these items of GFE are made under license agreements which might limit the availability of equipment for commercial purposes. Some of the items, such as propellers, are made under GFFF contracts, and a number of them are made in Government facilities. It is believed that, if similar problems with respect to Douglas and its own GFFF subcontractors can be worked out, the problems of the GFE manufacturers can be solved, but the time involved might add one other difficulty in supplying these items for delivery during 1945.

11. In addition to the factors enumerated in the preceding paragraphs, there are a number of other details which must be considered if commercial DC-3 planes are produced during 1945 and materials and parts transferred from Government inventories to permit such production. For example, all materials have been brought in on Government Bills of lading and were acquired under priorities which would not be applicable to the commercial airplanes. The Purchase Orders covering purchased parts and materials have been issued under the Government prime contract and if a portion were reassigned to commercial products, the rights of the subcontractor on termination might be affected. Some of the problems of the type enumerated above could be worked out with necessary time and effort and the solution of others would be relatively simple except for the possible question of policy involved. They are cited only to indicate the existence of such problems and the fact that they would have to be dealt with immediately if commercial planes are to be produced during 1945.

12. The purpose of this letter is simply to point out certain of the problems involved in the manufacture of commercial airplanes at the Oklahoma City plant and the reasons for the opinion previously expressed that commercial airplanes cannot be delivered prior to 1946 unless substantially completed C-47's are allocated to commercial airlines or the equivalent result accomplished by permitting the sale of substantially completed components for assembly into commercial airplanes. It is believed that many of the problems of policy involved in the allocation of completed airplanes would be present in the sale of substantially completed components which might otherwise be utilized in Government production. No opinion is expressed as to the urgency of obtaining deliveries of commercial airplanes during 1945 or the policy questions involved in allocating planes built for the Government to domestic airlines. No opinion is expressed as to the future availability of surplus airplanes for this purpose.

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13. In the reference w hich have been made to the possible allocation of substantially completed C-47 airplanes to the airlines, no attempt has been made to differentiate between the direct allocation to the airlines or the allocation of such airplanes to Douglas for the purpose of subsequent resale to the airlines. Inasmuch as certain modifications in C-117's would be required, Douglas would require the right to use certain Government facilities for this purpose. It is believed that this could be worked out if it were decided to allocate certain airplanes to the airlines.

14. It is requested that a copy of this letter be made available to Colonel Brownell of Mr. Lovett's office.

FOR THE ACTING DIRECTOR:

/s/ D. C. SHEFLAND, Brig. Gen. USA

for ORVAL R. COOK
Brig. Gen., U.S.A.
Chief, Procurement Division

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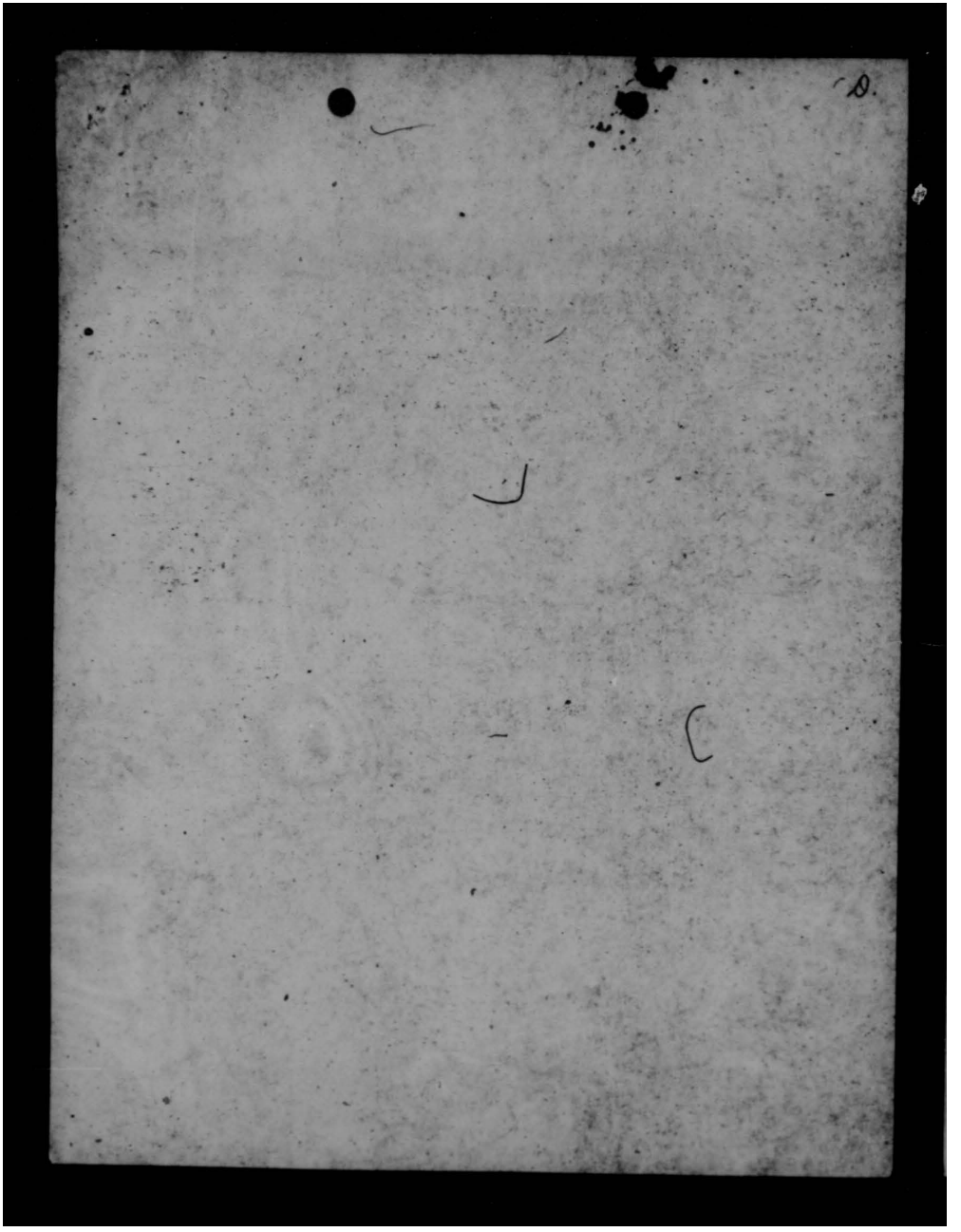

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THE OFFICE OF DEFENSE TRANSPORTATION

SENT

Washington 25, D. C.

June 25, 1945.

The Honorable
The Secretary of War,
Department of War,
Washington 25, D. C.

Attention: Mr. Robert A Lovett,
Assistant Secretary of War for Air.

My dear Mr. Secretary:

I am writing you this letter because of my great concern as to the adequacy of personnel transportation during the period of redeployment. Every means must be made available to transport currently the military personnel. The inroads on civilian transportation will be so great that I am concerned as to the capacity for extremely necessary civilian travel.

I understand that the War Department, if convinced that the transfer is essential to facilitate the war effort, is able to make available to the United States air lines additional planes. I do not hesitate to say that anything which increases capacity for personnel transportation will facilitate the war effort, and I recommend that the War Department transfer as early as possible as many planes as are available.

Very cordially yours,

s/s J. M. JOHNSON,
J. M. Johnson
Director.

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DOD Ltr
6 Jan. & 20 June 1974
By: [illegible] NC, Date 10-7-76

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CIVIL AERONAUTICS BOARD
WASHINGTON

SECRET

The Honorable
The Secretary of War
Washington, D. C.

Jun 21 1945

Through: Assistant Secretary of War for Air

Dear Mr. Secretary:

In your letter of February 12, 1944, to the Secretary of Commerce, in which you delegated certain responsibilities to the Board under Executive Order 9774, you stated that the War Department would welcome the Board's estimates from time to time of the requirements for additional equipment for civil air transportation by United States air carriers. We are writing to you at this time to present the urgent need in the interest of the war effort of securing additional aircraft for domestic and American-flag carriers.

On December 31, 1941, domestic air carriers operated 341 aircraft. In the latter part of May 1942 the total fleet of the carriers was reduced to 166 aircraft. In May 1945 the carriers owned or had allocated to them 346 aircraft, which represented an increase of only about 18 percent over the maximum 1942 seating capacity. About 85 of these 346 aircraft were still in process of conversion.

With the limited number of aircraft available, the carriers were nevertheless providing in May 1945, by reason of increased utilization and other efficiencies in operation, about 61 percent more schedules than in early May 1942. When their entire fleet is placed in operation, it is estimated that the percentage increase in schedules over early May 1942 may reach as high as 80 percent. In March 1945 the carriers flew 68 percent more revenue passenger miles, 498 percent more mail ton-miles, and 320 percent more express ton-miles than in the peak months of 1941.

The industry-wide revenue passenger load factor for the twelve months ending February 28, 1945, was 88.6 percent. The percentage priority traffic on the routes of the domestic air carriers continues very high. Particularly on the transcontinental routes, where the amount of service presently operated has been increased 84 percent over that performed in early May 1942, priority passenger removals and refusals, both military and civilian,

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and mail removals and refusals still constitute a problem of extremely serious proportions. For the twelve months ended February 28, 1945, the revenue passenger load factor on the three transcontinental routes was 91.3, 91.6, and 98.9 percent. Such data, of course, reflect very little of the tremendous amount of traffic, both military and civilian, which overflows our burdened surface transportation system and which would seek to travel by air if air transportation facilities were more adequate.

The foregoing reflects a long-existing need for additional equipment. In addition, the air carriers are already beginning to feel the direct impact of redeployment from the European to the Pacific theater of war. Specifically, heavy air cargo shipments from the east to the west coast and large movements of ferry pilots from west coast troop-shipment ports to mid-continent and eastern aircraft plants are developing. Unquestionably, the transportation needs for redeployment will impose an unparalleled tax upon the nation's entire transportation system, a burden which the air carriers will be asked to share and should be ready to assume.

The need of American-flag carriers for additional equipment is likewise acute. There are many international route segments operated by American-flag carriers on which the total load factor is well over 90 percent. Only on the Brownsville-Mexico City route segment of Pan American Airways has it been possible for the Board to certify, under Paragraph 2(c) of Executive Order 9492, dated October 24, 1944, that United States flag services are adequate for the transportation of local non-military traffic.

The Board's information is that the present outlook for domestic and American-flag carriers to secure promptly additional equipment, either surplus or new, is not good. This is a discouraging prospect in fact of a need of probably upwards of 100 planes to meet conditions which press for immediate solution. In addition, the condition of surplus aircraft in recent months has been especially poor, and the time which it takes to convert such aircraft for commercial service is so long that even the release of a large quantity of such aircraft at this time would probably afford only a minimum of relief to the present congestion and the immediate future demands for air transportation.

The Board, therefore, respectfully urges the War Department to make available to domestic and American-flag carriers a number of both two-engine and four-engine new transport aircraft. The availability of four-engine aircraft is especially desirable in

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both the domestic and international operations of our air carriers. In the domestic field the four-engine aircraft would aid in solving the pilot problem by permitting the same number of pilots to fly units having a greater traffic capacity. Such aircraft would have the same advantage in our international operations. In addition, four-engine aircraft are not only more suitable for many of our international operations but in many cases are absolutely necessary. This latter problem is dealt with more fully in the attached copy of a recent secret memorandum of the Assistant Secretary of State, the Assistant Secretary of Commerce, and the Board, on the subject "Need of United States-flag carriers for four-engined aircraft."

It is clear to the Board that the high load factors, the heavy priority traffic, the displacements and refusals of passengers and mail, and the war traffic demands which are being made and will be made with increasing urgency as the result of redeployment require the immediate provision of new transport aircraft for our civil air carriers. Our national transportation system is already overtaxed in meeting requirements of the war and redeployment which have not yet reached their maximum demand. We believe, therefore, that new aircraft are required to serve the war program. We shall be glad to furnish such additional information as may be desired in support of our urgent recommendation for new aircraft to provide critically needed national transportation facilities.

Sincerely yours,

Chairman

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MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: Decimal

Folder Title: 452.1 1691

Item(s) and Security Classification:

1. Memo., Chief of the Air Staff from Charles Cheston, 10/20/44, 1p. S, Originating Agency: OSS/CIA

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Reviewer Date

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ARMY SERVICE FORCES
Office of the Chief of Transportation
Washington 25, D. C.

SPTOC-AA 27 June 1945

MEMORANDUM FOR MR. ROBERT A. LOVETT, ASSISTANT SECRETARY OF WAR FOR AIR:

SUBJECT: New Equipment for American Air Carriers.

1. It is understood that consideration is being given to providing American Air Carriers with additional new equipment to alleviate the present critical shortage of capacity. I wish to urge that this be accomplished at the earliest possible date, as increased airline facilities are considered essential to the prosecution of the war.

2. All existing means of passenger transportation are now overtaxed to an extreme. As redeployment progresses, this condition will grow more difficult. Unless increased capacities are immediately provided, the efficient prosecution of the war effort will be seriously handicapped. Since airline operations are subject to military priorities, any increased service will be available for direct military travel which must otherwise be carried by pullman. Pullman capacities are now far exceeded by essential requirements.

C. P. GROSS
Major General
Chief of Transportation

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

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WAR PRODUCTION BOARD
Washington, D. C.

June 22, 1945

Dear Bob:

My letter dated May 8, 1945, to aircraft manufacturers permitting production of civil air transports, provided there is no interference to the military program, stipulated that manufacturers must secure agreement from the cognizant procurement agencies. I have been informed that although the War Department and certain manufacturers have reached an understanding that would result in the type of arrangement that was contemplated, difficulties have arisen in the arrangements which would involve long delay in getting sorely needed two engine and four engine equipment to the airlines.

I believe we have previously agreed that, particularly during the period of redeployment, the strengthening of our presently inadequate domestic air transportation system is essential to the prosecution of the Japanese war. Civil air transports are urgently required now to alleviate the present difficulties we are facing in our overloaded transportation system and to ease partially the further critical transportation problems that will come with the increased tempo of redeployment. War production of necessary items will suffer unless new transportation equipment is made available. It is therefore, recommended that your office take whatever action is necessary to place new two and four engine equipment in the airline system.

The Foreign Economic Administration, in consultation with the Department of State, has presented to the Board foreign aircraft requirements needed to meet transportation demands in connection with the war effort. The Board will grant affirmative priorities assistance for materials needed to meet transportation demands in connection with the war effort. The Board will grant affirmative priorities assistance for materials needed to fill orders for Foreign Flag Carriers required for war supporting activities, reconstruction, relief and rehabilitation and for which export licenses have been approved and issued. It is felt that foreign requirements deemed essential to the prosecution of the war should receive consideration.

I am transmitting herewith for your information several reports submitted to the Aircraft Production Board and War Production Board, substantiating the essentiality to the war effort of placing new air transports in the hands of American and Foreign Flag Carriers. Some of these reports take into account the particularly acute transportation situation which has arisen in the last few weeks.

Sincerely,

/s/ J. A. Krug
J. A. KRUG
Chairman

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June 21, 1945

Major General Harold L. George
Commanding Officer
Air Transport Command
1814 Crovelly Point, Virginia

Dear General George:

Reference is made to the matters discussed at the luncheon meeting which you and General Smylie attended with the Board of Directors of AIA and other airline executives on June 20, 1945. It was your suggestion that the airline industry present a statement of its urgent needs for equipment and personnel as soon as possible in order that you could review it and determine the extent to which these needs could be met. As indicated at that meeting, we shall attempt promptly to comply with your suggestion.

A further discussion among the airline representatives, held after our meeting with you, revealed the fact that we are now able to specify in detail some of our equipment needs. Notwithstanding all of our efforts, through increased efficiency in the use of equipment and flight crews, we find ourselves increasingly unable to handle the passenger and cargo loads that are being presented for carriage, a very high percentage of which, at the present time, are priority traffic. The redeployment of troops and material from European theatre is increasing the already excess traffic demands upon the industry, and we have been given to understand that the traffic resulting from this movement will become increasingly heavy during the coming eight or ten months. If the airlines are to make their proper contribution to the carriage of this war traffic, it is clearly essential that additional equipment be made available as soon as practicable. Presumably, if such equipment could be released by the Army, it would be allocated by the Civil Aeronautics Board to those airlines whose need is greatest and who can make the maximum use of the equipment.

At the present time the industry needs a minimum of forty C-47's. These will be used, for the most part, in the carriage of cargo and mail, thus releasing our passenger airplanes of the cargo and mail loads which so frequently require the blocking out of available passenger space. These C-47's could be used even though they had seen previous Army service but they could be put into operation much more quickly, and with less expenditure of valuable man-hours of mechanical labor, if they were new airplanes. As you know, if a used airplane is acquired by an airline, it must be subjected to a complete overhaul, and usually to some conversion, to satisfy civilian licensing requirements even though the time logged by the airplane is very limited.

In addition, the airlines need all of the used C-49's and C-53's (DC-3 type built to airline specifications) which can be made available and which are in such condition as to justify conversion. We cannot specify a definite figure in this instance because we have no way of knowing the exact number of these airplanes which are now in the hands of the Army. It is necessary, of course, to do a substantial amount of overhaul and conversion work on these airplanes, but in view of the urgency of our need for passenger equipment, such conversion is deemed worthwhile. Moreover, there is a special problem in connection with this equipment. Several airlines have built up, during the past year, well-organized and capable crews for the overhaul and conversion of this type of equipment which has been returned to us a surplus. In view of the fact that the flow of this type of equipment to the airlines has just about come to an end, it will be necessary in a short time to release these conversion crews unless additional airplanes are made available. We realize, of course, that there are but few of these airplanes remaining in the hands of the Army but if these few could be released immediately it would be of inestimable assistance to us.

The airlines also need a minimum of eighty of C-117's now being built on Army order at Oklahoma City. Suggest this number immediately and would like to request that the first eighty of these airplanes off the production line be allocated to the airlines. However, we understand from you that even more urgent war needs will prevent any such allocation to the airlines. Therefore, we suggest that, if possible, out of every group of fifteen C-117's produced at Oklahoma City, at least ten be allocated to the airlines.

This completes the list of equipment which we are able to specify at the present time. An immediate canvass of the industry is being inaugurated and we shall address additional letters to you from time to time specifying such further equipment and personnel needs as are developed.

We appreciate greatly the opportunity of presenting to you the needs of the industry.

Yours very truly,

S. G. Tipton
Acting President

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By [illegible] NLC, Date 10-7-74

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29 JUN 1945

AFAEM-AO
[illegible]
71172
Wint 26 Jun 45

SUBJECT: B-29 (B-32) Aircraft, Request for Predetermination of

TO: Chief of Naval Operations

Ref.: Serial 0-12669

1. With reference to the U. S. Navy's stated requirements for 40 B-32 aircraft for delivery at the rate of 10 per month with the first deliveries commencing at the earliest practicable date, the following information is furnished:

a. The U. S. Army Air Forces proposed to the Joint Chiefs of Staff that 40 B-32 aircraft be allocated to the Royal Air Force for the period July-December. The JCS have approved the recommendations of the AAF and have forwarded the recommendation covering the U. S. proposals of aircraft allocations for this period to the British (JCS 1247/24).

b. Steps are being taken by the British on a Governmental level to endeavor to secure a favorable allocation from AAF stocks and requirements during this period. A decision is expected in the very near future regarding any commitment to deliver a specified number of aircraft allocated as a Governmental decision.

c. Any decision on the level of the JCS based on purely military considerations will be forthcoming upon completed action by the JCS on JCS 1247/24.

2. Pending the final decisions as outlined in subparagraph b and c, the availability of B-32 aircraft to meet the U. S. Navy requirements cannot be determined. If either the Governmental or military decisions are to the effect that the AAF can go ahead with the aircraft they require, additional production will be necessary to meet the U. S. Navy requirements. If the decision is to uphold the AAF proposals, or to allocate a number less than previously requested by the British, the aircraft will be available from stocks or currently programed production.

3. It is therefore requested that action by the U. S. Navy to promote a change to Joint Allocation (Air) for Naval approval be withheld pending the determination of the possible commitments set forth in paragraphs 1 a and b and 2 above. In the meantime, the U. S. AAF has completed the requirement from production, but has not yet reflected the requirement in production schedules.

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3. It is therefore suggested that action by the U. S. Army to approve a plan by Pilot Aeronautics (Air) for formal approval be withheld pending the determination of the possible conditions set forth in paragraphs 1 a and b and 2 above. In the meantime, the U. S. Army has accepted the requirement from production, but has not yet reflected the requirement in production schedules.

For the Commanding General, Army Air Forces:

Signed

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

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JUN 27 1945

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: U. S. Navy Requirement for C-47 Aircraft

1. The U. S. Navy has requested an allocation of 40 C-47 aircraft for delivery at the rate of 10 per month to begin at the earliest possible date.

2. The aircraft are required to provide a pool to permit the orderly overhaul and reconditioning of C-47 aircraft now in the Pacific theatres. The request is based on a requirement of the Commander, Air Forces, U. S. Pacific Fleet, and the aircraft has been requested to support his present forces.

3. All of the C-47 aircraft currently programed from production (approximately 300) and all of the used C-47's from AAF stocks (approximately 400) becoming available during the period July 1945 - July 1946 will be required if it is necessary to meet the RAF requirements as stated.

a. The AAF proposals approved by the JCS and currently before the CCS are set forth in CCS 452/16. Recommendations in this paper propose no C-47 allocation to the RAF during the period July - December 1945. If the AAF proposal is upheld or a lesser number of aircraft agreed upon as necessary there will be sufficient aircraft from present schedules to meet the Navy requirement.

b. There is a possibility that a decision on a Governmental level may yet be made on the basis of Prime Minister Churchill's message to the President and the President's reply dated 26 May 1945.

4. Production can be increased at any time to meet the Navy requirement. However, the final decision on CCS 452/16 and/or a Governmental decision should be forthcoming in the very near future and make possible a firm determination of available aircraft and indicate necessary future action.

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[redacted]

3. The attached letter be forwarded to the Chief of Naval Operations in reply to the U. S. Navy's request (Serial 0-12603) of 8 June 1945.

2 Incls
orig ltr fr
C/NO dtd 8 Jun'45
Draft ltr to C/NO for
Gen.Eaker's signature

LAURIS NORSTAD
Brigadier General, U.S.A.,
Assistant Chief of Air Staff, Plans.

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AFAEP-SO
FIR/mc/72089
WDN 19 June 1945

S ASW/A
1 CPD
2 Chief of Staff

1 AS
Approval
S
Action

AS/AS Plans,Post-War Div
Col Butler - 72089

Head of U.S. Flag Carriers for Post-England 19 JUN 1945
Aircraft

SUBJECT 1. The State Department, Commerce Department and Civil Aeronautics Board members of the Air Coordinating Committee (ACC) forwarded a joint memorandum to the War and Navy Departments members stating an urgent need for the release of suitable aircraft for U.S. international airlines and pointing out that such airlines could carry traffic now carried by the military services and at the same time establish strong civil operations. The Assistant Secretary of War for Air requested a comprehensive memorandum giving the specific views and recommendations of the Air Transport Command and the Air Staff, with the coordination of the General Staff in accordance with usual ACC procedure; delivery to be made by 1200, 19 June 1945. A study and recommendations on this subject are forwarded herewith.

2. The study reviews the taking of civil planes by the military service when the war started. It recognizes the importance of postwar civil aviation to the national defense and otherwise and that the poor international service now rendered by U.S. flag carriers adversely affects the future of U.S. civil air transport and present international aviation negotiations of the State Department. It states that, insofar as civil operations will carry traffic otherwise to be carried by the military services, military requirements will permit release of planes. Specifically 20 C-54 basic model planes are non-standard and may be released before November 1945 if they are thereupon assigned to North Atlantic civil services, under military priority controls. Also production capacity for C-54J models may be made available in 1946 if used to supplement military services.

3. The study also points out that the British have stated military requirements for C-54 aircraft which have not been accepted and that it is expected that any release of such planes to the civil carriers, even to carry priority traffic, will provoke British objections, on the governmental level.

4. It is recommended that a United States policy be adopted for the gradual transfer of transport aircraft suitable for U.S. international airlines, supplemented by release of productive capacity for such planes. It is further recommended that all executive agencies cooperate to the end that the civil operations will be increased so as to supplement the military operations which have been reduced by such transfers. This proposed policy, after consideration by ASC to the Joint Chiefs of Staff is proposed to be submitted to the President for his approval.

5. Upon such approval, it is recommended that 20 basic C-54s be released before November 1945, that facilities to produce the C-54Js be released for 1946, (or such planes be produced and sold to the carriers,) and that additional releases be programmed to the extent that the civil operations permitted thereby will supplement the military services.

COORDINATION: This has not been coordinated outside the Army Air Forces.

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Signed
IRA C. EAKER
Lieutenant General, U. S. Army
Deputy Commander, Army Air Forces

Incl: As indicated abv
19 JUN 1945
AFSAC

(COPY FOR SEC OF AIR STAFF)

SAS 452-1 (1687)

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10 June 1946

[redacted]

I. [redacted]

1. To determine whether transport aircraft suitable for international service may be made available to United States international air carriers.

II. [redacted]

2. See Appendix A.

III. [redacted]

3. The national interest in the development of United States international air transport services, as related to national defense and otherwise, requires that suitable long-range transport planes be made available to the United States international airlines commencing at an early date and in such increments as may be efficiently operated by the carriers in the carriage of traffic in the war effort and otherwise to promote national commitments and objectives.

4. Transfers of planes from military service for the carriage of traffic, under military priority control, over routes paralleling the military services will not adversely affect the war effort. Such transfers will decrease, rather than increase, the ultimate costs to the government. They will permit the gradual reduction of combined operations by the civil carriers for the military services and the gainful civilian employment of military personnel who desire and are entitled to relief from active duty.

5. Programs for such transfers should be established to the extent that force-cents can be made of the circumstances appropriate for their accomplishment. The transfers may be made under the First War Powers Act to the extent that the prosecution of the war is furthered by such transfers. Predominantly, they may be made under the Surplus Property Act of 1944. That Act prescribes the disposition of surplus items in such manner as will further the prosecution of the war or the national interest and surplus declarations can be made by the military services, with the knowledge that military requirements will be met by the civil operation of the planes so declared surplus.

6. Specifically, ten C-54 basic model planes may be declared surplus in August, 1946, and the remaining ten not later than October, 1946, if, after the necessary overhauls, they are used on the North Atlantic routes serving the United Kingdom, France or Italy. To accomplish the fulfillment of this condition, the waiver of the Navy Department's requirements for these planes is necessary.

7. Likewise, the requirement of the Air Transport Command for C-54s,

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(a) Facilities to produce 6-6A1 airplanes in 1941 be minimum, or the planes be procured and be ready to the extent that this would further the prosecution of the war.

(c) Additional release of military transport aircraft be programmed to the extent that the civil operations permitted thereby will supplement the military services.

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APPENDIX "A"

FACTS BEARING ON THE PROBLEM

1. Following the outbreak of the war, the planes of the international U.S. flag carriers and the four-engined planes used in domestic air transportation were taken over by the military services, as well as the contracts of some airlines for the production and delivery of new types of long range transports. The four-engined equipment so acquired by the Army is subject to an option of purchase, by the airlines concerned, which may be exercised within six months after the close of hostilities or after such earlier date as may be set by the War Department. Since the war started, all four-engined transport planes produced and all facilities available for their production have been allocated to fill military needs.

2. Some flying boats have been returned by the services to the international airlines and five four-engined land planes were returned to a domestic carrier for whom an international route has been recommended. However, owing to obsolescence, losses and other factors, the equipment now available is wholly inadequate to support the United States trans-oceanic services in the volume and with the efficiency and style that is commensurate with the pre-war position of the United States or with its present prestige as the possessor of the greatest air power ever known.

3. This is a critical period in the development of international air transport and a continuance of the present inability of the United States flag carriers to supply decent service will render more difficult the negotiation of foreign aviation rights by the Government. This will not only adversely affect the carriers themselves, and through them the public expenditures necessary to support their formative operations, but will also jeopardize the future of the aviation manufacturing industry so necessary for national defense and maintenance of postwar employment. A failure in negotiations for such rights and in the prompt and effective use of the rights obtained will have incalculable repercussions on the United States foreign relations, foreign military rights and capabilities, and foreign good will and trade.

4. Owing to the limited and obsolescent equipment available, the international airlines now operate inefficiently and cannot properly use the manpower required to keep their obsolescent service in operation. This is a wasteful result.

5. All civil air traffic is subject to military priorities and, to the extent that the civil routes parallel military routes, the traffic carried may be required to include that which would be carried by military operations.

6. If not supplemented by new civil international services, the United States military requirements for long-range air transportation will exceed aircraft availabilities until late in 1946, as shown by the tabulation in Appendix B

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While an increasing amount of the traffic now carried by the military service to and from Europe could be carried by civil operators under military priorities, the return of soldiers from Europe will put great pressure on the military operations until after March 1946, and this load cannot be handled by commercial operations as a practical matter. Thereafter, the need for air transport in the Pacific will be very heavy. The limitations on manpower and on airbases in the Pacific necessitate the use of the most efficient transport types available.

7. The Air Transport Command has contracted with civil carriers to operate a substantial part of its services. Such carriers now fly 114 C-54 types and three C-87s, as well as a high number of two-engined planes. The foreign terminals are staffed with military personnel and much of the manpower required at domestic bases is military. However, by employing veterans released from the Army, these civil carriers could gradually take over these operations on a commercial basis so far as passengers, ordinary mail, and a limited amount of cargo and troop mail is concerned. The aircraft could be at least equally well utilized and there would be better utilization of the civilian manpower now serving skeleton services. The gross loads that will be permitted by the civil authorities have not yet been determined. The firm establishment of the desired new and expanded enterprises while heavy military traffic was available would lighten the mail pay from the Treasury.

8. Civil operation of basic C-54 models would be feasible. They were originally designed for domestic airline use and the twenty planes of this model are unlike later C-54 type models. Difficulties with maintenance and spare parts' supply have greatly reduced their utilization and increased the cost of operating them. The present and proposed North Atlantic airlines have had long experience in operating them and their smaller maintenance and supply organizations are better adapted to cope with the difficulties of non-standard planes than is the big ATC organization.

9. It is expected that the shortage of suitable two-engined planes will not be critical but the same considerations of economy and the development of international civil aviation apply to the transfer of combat military operations of such planes to commercial operations over the same routes.

10. Pre-existing international arrangements restricted the number of schedules to England and France and assurance of adequate rights will be necessary for expanded civil operations over routes required for military traffic.

11. The British Chiefs of Staff have stated estimative requirements for long-range transports but these requirements have been accepted only to a limited degree by the United States Chiefs of Staff (See Appendix B). It is believed that broader acceptance will be sought by the British on the highest level. If accepted, such requirements will be reflected in the military production schedules approved by the Aircraft Production Board and will be filled through Munitions Assignment Board allocations of airplanes produced under such schedules.

12. The War Production Board has authorized the production of planes for civil airlines to the extent that production facilities are released by the

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military services. However, owing to the integrated military production of the Axis and occupied powers under a variety of disguises and subterfuges and by the use of [illegible] facilities, including [illegible] problems involved, the ultimate capacity of the Axis for a [illegible] military to civil production. [illegible] Even then it is possible that the only practical method of [illegible] the destruction of production facilities by the conventional method will be [illegible] personnel, quantities of plane [illegible] the civil economy, [illegible] the civil airlines, if the [illegible] of the war is sufficiently [illegible].

12. The types of planes to be considered in this connection are as follows:

a. [illegible] There are passenger planes designed for long range operation. The [illegible] planes in existence are operated by a national airline for Air transport [illegible]. They differ from later C-47 models and manufacturers and supply of spare parts is difficult.

b. [illegible] There are other present C-47 models other than C-47D, are cargo planes and suitable for civil use. C-47Ds are passenger types but do not present the spare parts difficulty experienced by the military version with [illegible].

c. [illegible] This will be an airline type passenger plane exhibiting many improvements over the C-47 and C-47D. The exact [illegible] [illegible] 1945, commencing in January. If they are to be produced quickly for civil use [illegible], the manufacturer should be so advised immediately, in order to avoid [illegible] difficulties.

d. [illegible] There are long-range planes based on bomber designs and are [illegible] for either military or civil transport. Although they are capable of military requirements and many will become surplus [illegible] in 1946, they are not suitable for U.S. [illegible] airlines, but, when sold as surplus to foreign countries, could be used to pioneer competing international services.

e. [illegible] There are faster and longer than C-47s and were designed for airline use. Their [illegible] should when the production [illegible] these ships, any C-47s released by the War Department would be subject to purchase by the airlines for a period of six months.

f. [illegible] This is a large adaptation of the B-29 very heavy bomber but only the prototype has been flown, with [illegible] service test models under production.

g. [illegible] This will be generally competitive with the C-47. The production will be [illegible] this reason.

h. Other new transports are being developed but the time element prior to their [illegible] of consideration and somewhat [illegible] are too indefinite to be considered.

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14. The Ambassador has requested fourteen C-54 type, through the combined Chiefs of Staff, for service from Karachi to Calcutta, by USAF under military auspices, but for strictly military purposes. The AAF is recommending that the Ambassador's request be approved although this request on the ground that military requirements for C-54s have not been met.

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ANNEX "A"

RELATIVE REQUIREMENTS AND AVAILABLE STRENGTHS OF U.S. AIRCRAFT

AAF requirements for period 1 July 1945 to 31 Dec 1945	- 6[illegible]
U.S. Navy requirements for period 1 July 1945 to 31 Dec 1945	- 102
TOTAL U.S. RELATIVE REQUIREMENTS	8[illegible]
Scheduled production for period 1 July 1945 to 31 Dec 45	- 7[illegible]

[illegible] Under existing directives, the U.S. Navy will receive delivery of 70 A/C aircraft during period from 1 July 1945 to 31 December 1945, 15A short of the stated requirements; the AAF will receive the balance of all A/C aircraft produced. In the event A/C production schedules were realized, there would therefore still be a shortage to the AAF of 15 aircraft. An overall shortage of 145 aircraft, which therefore exists to United States military requirements at the end of 1945, even though full production schedules are accomplished. In addition, the British have stated requirements for 54 A/C aircraft under Lend-Lease. This request has not, however, been accepted by the U.S. Chiefs of Staff. If consideration were given to this British request the total military shortage would be increased to 15A.

Additional AAF requirements for period 1 January 1945 to 30 June 1945	- 2[illegible]
AAF shortage carried over from 1945	- 1[illegible]
Additional U.S. Navy requirements for period 1 January 1945 to 30 June 1945	- 10
U.S. Navy shortage carried over from 1945	- 15A
TOTAL U.S. RELATIVE REQUIREMENTS FOR PERIOD 1 JAN 1945 to 30 JUNE 1945	- 4[illegible]

* It would be erroneous to assume that full production schedules will be met. It is presently estimated that only 60% A/C aircraft will actually become technically available during the period from 1 June 1945 to 31 December 1945, 40 less than production scheduled. The same lag in actual deliveries can be expected to continue into subsequent periods.

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Production scheduled for period 1 Jan 1946 to 30 June 1946 - [illegible]

NOTE: If full production schedules have been met by 30 June 1946, and if no alterations of this aircraft are made for installation, a surplus of [illegible] aircraft will have developed by 30 June 1946. Under these circumstances, the development of this engine may be expected to commence in March or April of 1946.

AAF requirements for period 1 July 1946 to 31 Dec 1946 - 245
U.S. Navy requirements for period 1 July 1946 to 31 December 1946 - 10

TOTAL U.S. MILITARY REQUIREMENTS FOR PERIOD 1 JULY 1946 to 31 DECEMBER 1946 - 255

Production scheduled period 1 July to 31 Dec 1946 - [illegible]

NOTE: If no further military requirements develop and production schedules are met, any engines existing on 30 June 1946 will on 31 December 1946 have been therefore increased by 250 C-54 aircraft.

• • • • • • • • • • •

Scheduled production of C-54/ aircraft:

January 1946	8
February 1946	8
March 1946	10
April 1946	12
May 1946	15
June 1946	15
July 1946	15
August 1946	15
September 1946	15
October 1946	15
November 1946	15
December 1946	15
TOTAL PRODUCTION C-54/ AIRCRAFT SCHEDULED FOR 1946	180

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16 June 1945

MEMORANDUM FOR THE DEPUTY COMMANDER, AAF, AND CHIEF OF AIR STAFF

1. I forward to you herewith a copy of an undated memorandum received in this office this morning from the Assistant Secretary of State, the Assistant Secretary of Commerce, and the Chairman of the Civil Aeronautics Board, addressed to the Assistant Secretary of War for Air and the Assistant Secretary of the Navy for Air, on the general subject of the need of United States international air carriers for four-engined equipment.

2. As you know this is a matter which has been previously discussed and regarding which I have heretofore sent several memoranda to the Air Staff. I concur in the views of the Departments of State and Commerce and the Civil Aeronautics Board as to the importance of the problem, and believe that it calls for immediate further consideration.

3. Will you please have the appropriate Staff division prepare for me, for presentation at the next meeting of the Air Coordinating Committee, a comprehensive memorandum giving the specific views and recommendations of the Air Transport Command and the Air Staff on the entire subject. This memorandum should be coordinated with the General Staff in accordance with usual AGO procedure and be in my hands not later than 12:00 o'clock Noon on Tuesday, June 19.

(Signed) ROBERT A. LOVETT

ROBERT A. LOVETT
Assistant Secretary of War for Air

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ASNA

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Series: Decimal

Folder Title: 452.1 1687

Item(s) and Security Classification:

1. Memo., Clayton; Burden; Pouge to Gates and Lovett, undated, 3p. S.
   Originating Agency: State/Commerce/CAB
2. Slightly different draft of above, 4p.

PK / GB — Reviewer

1994 110.2478 — Date

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By [illegible] Date 10-7-76

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1 June 1945

MEMORANDUM FOR DEPUTY COMMANDER, ARMY AIR FORCES

SUBJECT: Use of the Tulsa Aircraft Factory for Overhaul of Navy C-54's

1. The Bureau of Aeronautics have requested that they be given approval to contract with the Douglas Company for maintenance and overhaul of their C-54 airplanes; the work to be done at the Douglas-Tulsa plant. Our A-26 program is tapering off rapidly, and the contract will be finished in December. Mr. Donald Douglas stated that he is anxious to provide some kind of work for Tulsa, and is willing to take it on. Also, the Manpower Commission is considerably worried about the unemployment situation which will prevail in the Tulsa area this winter.

2. This plant is one of the eight aircraft assembly plants that is owned by the War Department.

3. It is recommended that the Army Air Forces approve the proposal for the overhaul of Navy transports at Tulsa, with a proviso that we retain cognisance of the plant, that Navy work is to be removed if and when the Army Air Forces require the plant, and that any changes to the plant must have prior Air Force approval.

6/11/45
Approved after coordination with the Under Secretary of War, Mr. Patterson.

(Signed) E. M. Powers
E. M. POWERS,
Brig. General, U.S.A.,
Asst. Chief of Air Staff,
Materiel and Services.

IRA C. EAKER
Lieutenant General, U.S.A.
Deputy Commander, A. A. F.

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11 June 45

Tentative Schedule of Aircraft Deliveries

Assistant Chief of Air Staff, Material and Services

The Chief of Air Staff

1

14.Col.P.G.Hurd/jm/78383

1. Aircraft allocations for the last six months of 1945 are now under review and should be determined within the next thirty days. It is recognized, however, that to insure an orderly delivery of aircraft and to provide a basis for procurement, production, and modification planning, a tentative schedule of deliveries should be established and that shipping instructions covering deliveries in July, August, and September be issued.

2. Pending approval of allocations for planning purposes by the Munitions Assignments Board, covering the period from 1 July to 31 December 1945, you are authorized to plan and effect deliveries of aircraft to other United Nations as follows:

Model	Recipient	July	August	September
B-24	Australia	15	15	15
	Canada	3	-	-
B-25	Australia	2	2	2
	Netherlands	3	3	3
P-51	Australia	35	35	35
	New Zealand	30	25	30
	Netherlands	-	5	-
C-45	Britain (BM)	2	2	2
	Canada	1	-	1
C-46	Netherlands	-	1	-
	CNAC	4	4	4
C-47	Australia	5	5	4
	Canada	1	-	1
	New Zealand	10	10	10
	USSR	40	40	40

3. Deliveries made in accordance with the above schedule will apply against the allocations of aircraft for the last half of 1945 when approved by the Munitions Assignments Board and will be superseded by any different schedules which might be so approved.

151

Dispatch 11 June 45

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IRA C. EAKER
Lieutenant General, United States Army
Deputy Commander, Army Air Forces

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Lt. Col. P.C.Ward/jot/
74323/AFDCO-5

8 June 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF

SUBJECT: Tentative Schedule of Aircraft Deliveries

1. Current allocations for planning purposes as approved by the Munitions Assignments Board extend only through 30 June 1945. Inasmuch as at least thirty days are required for procurement, production and modification planning, the Air Technical Service Command, Contractors and other Agencies concerned in the preparation and delivery of aircraft are presently in urgent need of delivery instructions covering July and subsequent months.

2. The Assistant Chief of Air Staff, Plans advises that certain proposed allocations of aircraft for the last half of 1945 have been recommended for approval and that such recommendations, while not yet approved by the Joint Chiefs of Staff, the Combined Chiefs of Staff, or the Munitions Assignments Board, can be considered as a reasonable indication of the final allocations.

3. In order to furnish all activities concerned with information necessary to assure the orderly delivery of aircraft in the period beginning 1 July 1945, it is recommended that the proposed allocations be used as a guide to schedule deliveries of aircraft at a monthly rate based upon production and modification capacity until such time as allocations for this period are firmly fixed and approved.

4. Attached hereto is a suggested MAR for your signature, authorizing the delivery of aircraft in the months of July, August, and September 1945. Such authorization will be superseded by formal allocations when approved and any deliveries made in conformance with such authorization will apply against such allocations.

(Signed) JOHN G. MOORE
Colonel, Air Corps

JOHN G. MOORE,
Colonel, Air Corps,
Deputy AC/AS, MRS

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OSD Hrs.
E.O. 13 June 1974
Authority: WC; Date: 10-7-76

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by authority of

8 JUN 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

SUBJECT: Program for the Replacement of the F-20 and F-14

1. On 5 March 1945, the Chief of Air Staff approved a program for the replacement of the F-20, the salient features of which were that:

a. Thirty (30) F-20 aircraft, plus attrition, would be modified for photo reconnaissance to permit the conversion of one (1) photo recon squadron to F-14's in either Europe or the Pacific, depending on the progress of the war.

b. At least five (5) fighter groups in active theaters would be converted to P-20's at the earliest possible date.

c. The 412th Fighter Group would be deployed against Japan on 1 April 1946.

2. Developments since 5 March necessitate revision of the approved program. The P-20 program should now be based upon the following overriding considerations:

a. Large numbers of P-20's are to be produced and other experimental models of all types of jet propelled aircraft are under construction. Therefore, the P-20 should be given a combat test under suitable conditions at the earliest possible date.

b. The 412th Fighter Group is now at T/O strength with a high experience level. It is fully qualified to introduce the P-20 in battle. The related air service group (the 324th) requires further manning and training. Both units, however, can meet a readiness date of 1 December 1945.

c. One (1) F-5 Photo Recon Squadron will arrive in the United States from the ETO in July and could be converted to an F-14 Photo Recon Squadron. The F-14 squadron could be trained with the 412th Fighter Group to meet the same readiness date (1 December) and could be moved overseas with it supported by the same Air Service Group (the 324th).

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Security Authority of AAF
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Date 8 JUN 1949 Initials

4. Because the 412th Fighter Group is best qualified to [illegible] the P-80 in combat, no overseas groups should be converted to P-80's until after the 412th Group has been deployed.

5. Tab A covers allocations of all [illegible] to and including unit equipment and reserve for the 412th Fighter Group and one (1) F-14 Photo Recon Squadron. Also included are [illegible] for Group A which may be supported in the theater of [illegible]. Additional [illegible] are established sufficient to permit the activation and support of additional groups as follows: Two (2) in January, two (2) in February and two (2) per month thereafter to include May. This will provide for a total of ten (10) Fighter Groups and one (1) Photo Recon Squadron.

ACTION RECOMMENDED

1. It is recommended that:

a. The revised P-80 allocation schedule attached as Tab A be approved. This schedule gives the 412th Fighter Group, the F-14 Photo Recon Squadron, and Training priority over the overseas groups in the allocation of P-80 aircraft.

b. An F-5 photo recon squadron returning to the United States in July be converted to F-14's and trained with the 412th Fighter Group.

c. The 8414th Air Service Group be brought to full strength in equipment and personnel and committed to a joint accelerated training program with the 412th Fighter Group and the F-14 Photo Recon Squadron beginning 1 October.

d. The 412th Fighter Group, the F-14 Photo Recon Squadron, and the 8414th Air Service Group be committed to the Pacific Theater with home station readiness dates of 1 December 1948.

1 Incl
Tab A - P-80 Allocation Schedule

WILLIAM F. McKEE
Brigadier General, U.S.A.
Acting [illegible] Staff
Operations, [illegible] and Requirements

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Production of Transport Airplanes.

General Arnold

JUN 1945

2

1. AAF contracts could be taken over by commercial companies only if complete agreement as to rights and obligations were obtained between the Government, the commercial companies concerned and the manufacturer. Such assignments would be difficult, if not impossible, to accomplish.

2. With the possible exception of the C-117 (DC-3), the airlines would not want to take over AAF contracts because of the developmental and tooling costs which would thereby be passed on to them.

3. Following a detailed study by the Aircraft Production Board, Mr. Krug on 8 May 1945, released the aircraft manufacturing industry to " build equipment for sale to American Air Carriers provided there is no interference with present or subsequent military aircraft production schedules and development commitments". Copies of Mr. Krug's letter and reference study are attached. These were approved in principle by Mr. Lovett prior to release.

4. The first objective was to provide the airlines with needed equipment as soon as possible without interfering with military requirements. It was felt that this could best be done, and for other reasons should be done, by a procedure enabling direct negotiations between the airlines and the manufacturers . . . . . normal customer-vendor relationships. The effect of cutbacks in AAF transport programs is therefore to make available production capacity for airline procurement.

5. The following items cover those models sufficiently developed and obtainable in useful quantity for airline operations prior to 1947:

a. C-46 (Curtiss-Wright (CW-20))

Under present plans, AAF contracts concerning the St. Louis plant will be completed by the end of June 1945. The manufacturer advises that the heavy floor, large door and other military features cannot be removed and airline equipment installed before January 1946. Curtiss is now converting to fixed price.

b. C-117 (Douglas DC-3)

It is likely that AAF contracts for C-117's will soon be reduced from 131 to sixty (60). If this is done, deliveries to the AAF will be completed in October 1945. In accordance with a plan presented by

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Production of Transport Airplanes.

General Arnold

2 Encl.

the Douglas Company, arrangements are being worked out to immediately (October 1945) initiate production of DC-3's for the airlines.

a. C-54 (Douglas DC-4)

There are now ninety-five (95) C-54's on AAF contract with deliveries to begin in January 1946. This contract will probably be reduced to six (6) which will enable the initiation of DC-4 production for the airlines in February 1946. By this time Douglas-Santa Monica will be on a fixed price.

b. C-69 (Lockheed Constellation)

Under present schedules Lockheed will complete deliveries to the AAF in February 1946. Airline production will follow without interruption as this facility is now converting to fixed price.

c. In view of the numerous legal, accounting and purely practical difficulties, which would be involved in any procedure other than a direct airline-manufacturer relationship, it is believed that arrangements now in process are the most practical attainable.

Signed

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

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2 JUN 1945
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DOD Dir. 5 jan. & 30 June 1974
By dlr Nat. Arc. Date 10-1-79

AIRCRAFT PRODUCTION BOARD
Resources Control Office
Pentagon Bldg.
Washington, D. C.

May 8, 1945

MEMORANDUM

To: Aircraft Production Board

Subject: Report of Special Committee on American Air Carrier Requirements

The Committee believes that the production of transports for American Air Carriers is a war supporting activity and should be encouraged.

Airline requirements can be satisfied at the earliest possible date if manufacturers of aircraft, aircraft engines, propellers and aircraft components are advised now that they may develop and build equipment for sale to American Air Carriers provided that present and subsequent military aircraft production schedules and development commitments are met. There appears to be no reason for including airline transport production in official military schedules.

A manufacturer must secure agreement from the cognizant procurement agencies and the Defense Plant Corporation before Government owned facilities, equipment or materials may be used for the development or production of airline equipment. The manufacturer will apply to the War Production Board through its Aircraft Division for material priorities assistance. The military services insist that manufacturers clearly understand that the military services cannot afford Selective Service protection for commercial air transport work and that manpower problems relating to such work must be handled with the War Manpower Commission. "Non-vulnerable" employees must not be transferred to commercial air transport work if to do so will jeopardize the manufacturers' ability to fulfill military requirements.

It is believed that several advantages will result from the immediate release of unobligated capacity for airline transport production. Among these will be the following:

(a) Available personnel, capacity and materials can be diverted quickly by the manufacturer to airline transport construction as military schedules are cut back or terminated.

(b) The aircraft manufacturers will be able to show their supervisory and engineering personnel a promise for future employment which will keep them in the aircraft industry. Otherwise, much of this skilled manpower may be lost. It is reported that this type of labor is now leaving the aircraft manufacturers' plant to find more permanent positions in other industries.

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(c) The manufacturers' facilities, labor and materials will be available for military production if necessary. The airline transports produced will likewise be available for military use.

(d) An incentive will be provided to the manufacturers to proceed now, rather than later, in arranging satisfactory contractual agreements with the procurement agencies and the Defense Plant Corporation.

(e) Normal customer-vendor relationships will be re-established.

In order to establish the probable magnitude of this production, the airlines were requested to submit, on War Production Board Form 4197, their quarterly requirements for airline versions of military transports now in production, for the period October 1945 through December 1946. The result of this inquiry as of April 18th is as follows:

C-69	Type	- 135
C-54	Type	- 70
C-46	Type	- 30
C-117	Type	- 129
	Total	- 364

Even though work is initiated immediately, it is unlikely that four-engine transports can be delivered for airline operations before 1946. The Douglas DC-3 (C-117) is the only airline transport that can be produced in quantity during 1945.

Using W-14, revised, as representing military requirements, the air transport manufacturers, who can be expected to produce operational quantities of airline transports prior to 1947, have indicated that they can make deliveries on the following basis, provided immediate authorization is obtained:

Lockheed Constellation (C-69):

1946											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0	5	12	13	14	15	15	15	15	15	15	15

Douglas DC-3 (C-117):

1945						
Jun	Jul	Aug	Sept	Oct	Nov	Dec
0	0	0	0	8	14	20

1946
1946 - 40 per month

NOTE: If C-117 contracts are reduced, DC-3 production can be accelerated proportionately.

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Douglas DC-4 (C-54J):

1946											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0	0	0	0	0	0	0	10	15	15	15	15

NOTE: - If C-54J contracts are terminated, DC-4, production can be initiated in January 1946.

Curtiss-Wright CW-20E (C-46):

1946											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	3	5	8	10	10	10	10	10	10	10	10

It will be noted from the above that the presently stated requirements of the airlines can be met by the end of 1946. Even though military schedules are further reduced there can be little, if any, improvement in deliveries because of the time required for procurement of materials, engineering, tooling, CAA testing, etc.

It is the Committee's opinion that, in the main, the aircraft manufacturer should be placed on his own to meet pending airline orders, to develop advanced models, and to create new markets. Accordingly, it is recommended that the attached letter be signed by the Chairman of the Aircraft Production Board and issued immediately. It is further recommended that, at the same time, the Army Air Forces and the Bureau of Aeronautics instruct their personnel, and particularly plant representatives, of this policy.

M. H. Wilner, WPB

Lt. Col. J. P - Marshall, AAF

Comdr. T. B. Focke, Buaer

M. A. Tracy, ARCO

Attachment

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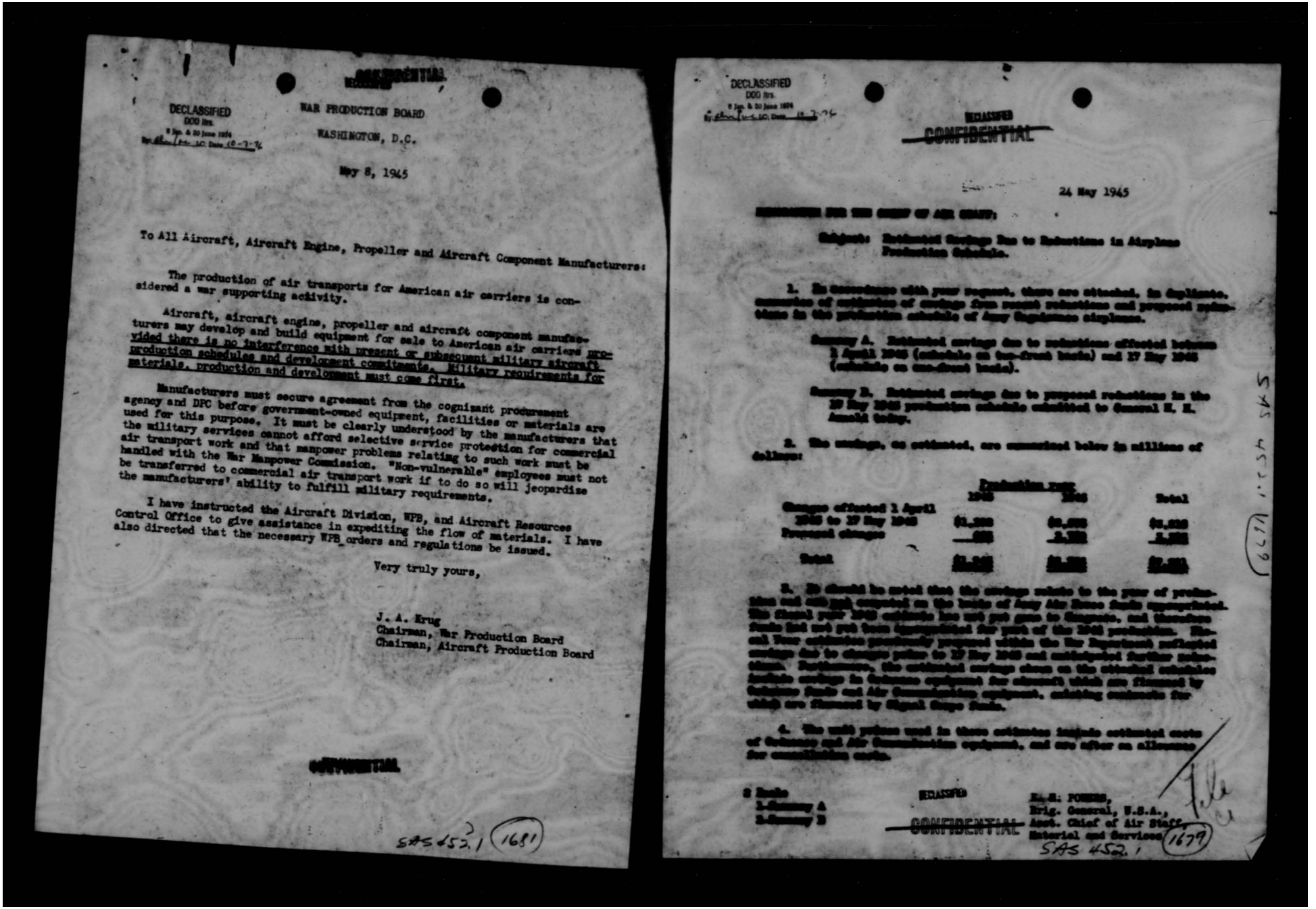

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By [illegible] NARS, Date 10-7-76

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WAR PRODUCTION BOARD
WASHINGTON, D.C.

May 8, 1945

To All Aircraft, Aircraft Engine, Propeller and Aircraft Component Manufacturers:

The production of air transports for American air carriers is considered a war supporting activity.

Aircraft, aircraft engine, propeller and aircraft component manufacturers may develop and build equipment for sale to American air carriers provided there is no interference with present or subsequent military aircraft production schedules and development commitments. Military requirements for materials, production and development must come first.

Manufacturers must secure agreement from the cognisant procurement agency and DPC before government-owned equipment, facilities or materials are used for this purpose. It must be clearly understood by the manufacturers that the military services cannot afford selective service protection for commercial air transport work and that manpower problems relating to such work must be handled with the War Manpower Commission. "Non-vulnerable" employees must not be transferred to commercial air transport work if to do so will jeopardize the manufacturers' ability to fulfill military requirements.

I have instructed the Aircraft Division, WPB, and Aircraft Resources Control Office to give assistance in expediting the flow of materials. I have also directed that the necessary WPB orders and regulations be issued.

Very truly yours,

J. A. Krug
Chairman, War Production Board
Chairman, Aircraft Production Board

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8 Jan. & 20 June 1974
By [illegible] NARS, Date 10-7-76

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24 May 1945

[redacted]

Subject: Estimated Savings Due to Reductions in Airplane Production Schedule.

1. In accordance with your request, there are attached, in duplicate, summaries of estimates of savings from recent reductions and proposed reductions in the production schedule of Army fighterbomber airplanes.

Summary A. Estimated savings due to reductions effected between 1 April 1945 (schedule on two-front basis) and 17 May 1945 (schedule on one-front basis).

Summary B. Estimated savings due to proposed reductions in the 17 May 1945 production schedule submitted to General H. H. Arnold today.

2. The savings, as estimated, are summarized below in millions of dollars:

	Production years 1945	1946	Total
Changes effected 1 April 1945 to 17 May 1945	$1,[illegible]	$[illegible]	$[illegible]
Proposed changes	[illegible]	[illegible]	[illegible]
Total	$[illegible]	$[illegible]	$[illegible]

3. It should be noted that the savings relate to the year of production and will not be reflected on the books of Army Air Force funds appropriated. The fiscal year 1945 schedule has not yet gone to Congress, and therefore funds [illegible] not yet been appropriated for part of the 1945 production. Similar reductions previously proposed within the War Department reflected savings due to changes prior to 17 May 1945 and anticipated further reductions. Furthermore, the estimated savings shown on the attached schedules include savings in Chinese equipment for aircraft which are financed by Chinese funds and Air Communications equipment, existing contracts for which are financed by Signal Corps funds.

4. The unit prices used in these estimates include estimated costs of Ordnance and Air Communications equipment, and are after an allowance for cancellation costs.

2 Incls
1-Summary A
2-Summary B

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E. E. POWERS,
Brig. General, U.S.A.,
Asst. Chief of Air Staff,
Material and Services

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AFDSD-S
(14Aug44/M1/4955)
with 24 May 45

[redacted] FOR THE CHIEF OF AIR STAFF:

Subject: Estimated Savings Due to Reductions in Airplane Production Schedule.

1. In accordance with your request, there are attached, in duplicate, summaries of estimates of savings from recent reductions and proposed reductions in the production schedule of Army Expeditionary airplanes.

Summary A. Estimated savings due to reductions effected between 1 April 1945 (schedule on file Front Desk) and 27 May 1945 (schedule on file Front Desk).

Summary B. Estimated savings due to proposed reductions in the 27 May 1945 production schedule submitted to General H. H. Arnold today.

2. The savings, as estimated, are summarized below in millions of dollars:

	Production year 1945	1946	Total
Changes effected 1 April 1945 to 27 May 1945	$1,000	$2,000	$3,000
Proposed changes	500	1,500	2,000
Total	$1,500	$3,500	$5,000

3. It should be noted that the savings relate to the year of production and are not computed on the basis of Army Air Force funds appropriated. The fiscal year 1945 schedule has not yet gone to Congress, and therefore funds had not yet been appropriated for part of the 1945 production. Similar estimates previously prepared within the War Department reflected savings due to changes prior to 27 May 1945 and anticipated further reductions. Furthermore, the estimated savings given on the attached schedules include savings in Ordnance equipment for aircraft which are financed by Ordnance funds and Air Communication equipment, existing contracts for which are financed by Signal Corps funds.

4. The unit prices used in these estimates include estimated costs of Ordnance and Air Communication equipment, and are after an allowance for contractors costs.

2 Incls
1-Summary A
2-Summary B

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(In thousands of dollars)

		Proposed Authority	Authorized Bill/Act	Estimated Program
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Total B-47's	[illegible]	[illegible]	[illegible]
[illegible]	Total Bombers	[illegible]	[illegible]	[illegible]
[illegible]	Total Fighters	[illegible]	[illegible]	[illegible]
[illegible]	Total Transports	[illegible]	[illegible]	[illegible]
	Grand Total	[illegible]		[illegible]

THESE FIGURES ARE NOT RELATED TO BUDGET ESTIMATES AND SHOULD NOT BE USED FOR BUDGETARY PURPOSES.

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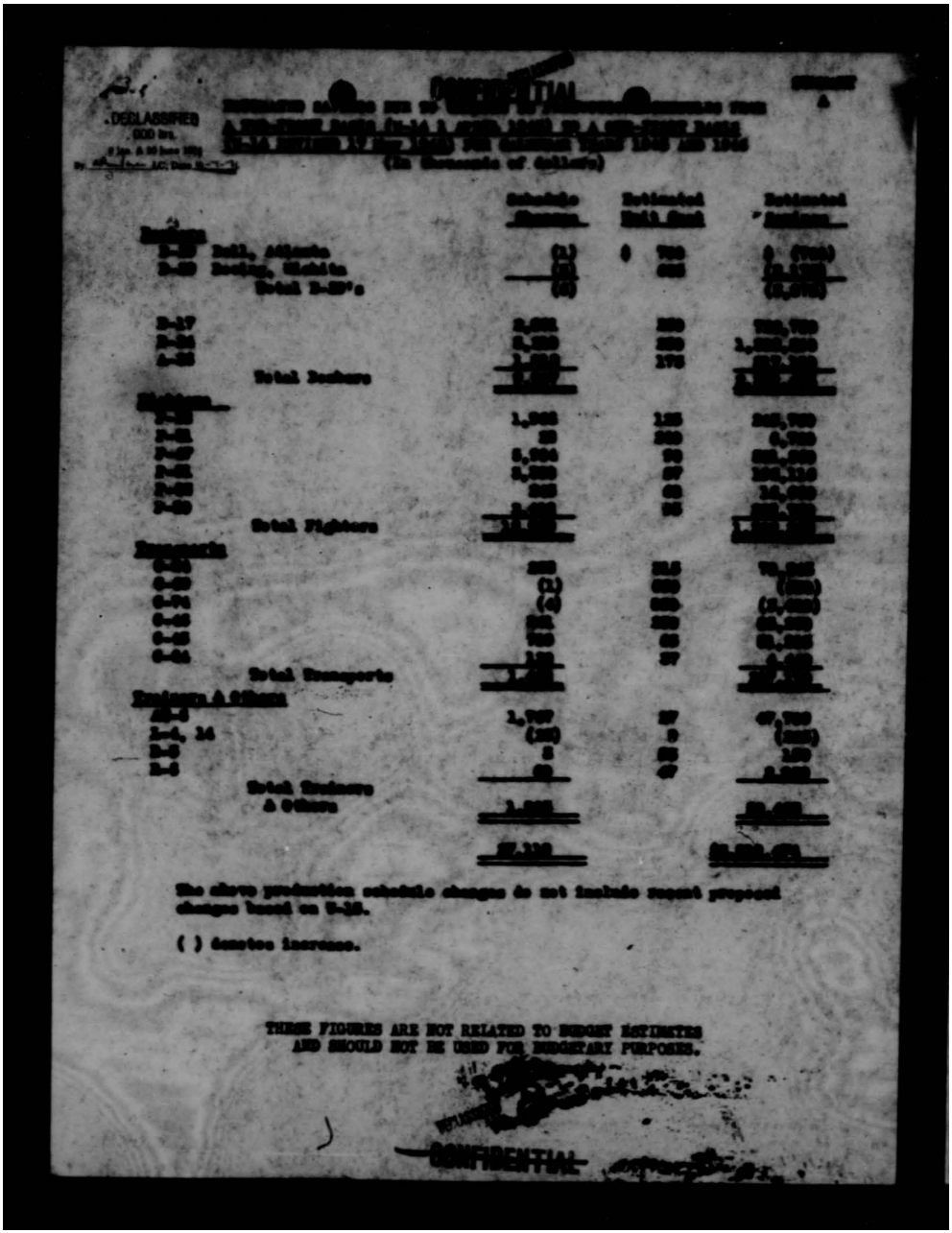

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Total Bombers

Total Fighters

Total Transports

Total Engines & Others

The above production schedule changes do not include recent proposed changes based on B-36.

( ) denotes increase.

THESE FIGURES ARE NOT RELATED TO BUDGET ESTIMATES AND SHOULD NOT BE USED FOR BUDGETARY PURPOSES.

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8 Jan. & 20 June 1974
By [illegible] AC Date 10-3-74

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Comparison of the B-29 and B-32 Airplanes

TO: Assistant Chief of Air Staff,
Operations, Commitments & Requirements

COMMENT NO. 2

1 June 1945

FROM: Chief of the Air Staff

1. As a result of this study and the consideration of the cost figures outlined in the attached memorandum (Tab F), it has been decided that the Air Forces will accept approximately 21h completed B-32 aircraft. This is an approximate figure. AC/AS, Material & Services will determine the exact figure and so inform you.

2. You will advise the interested staff agencies of the change in requirements as a result of this decision. I am informed that approximately 40 of the above aircraft are suitable only for training.

Signed

1 Incl added
Tab F

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

DEPARTMENT OF THE AIR FORCE
1. JUN 1945
AFSA-

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1 June 1945

MEMORANDUM FOR LIEUTENANT GENERAL IRA C. EAKER:

Subject: B-32 Airplanes

1. The following figures have been extracted from General Powers' telephone conversation with Wright Field:

Cut Off Point	Saving
Cut off at 162nd airplane instead of 313th airplane	151 A/C @ $286,000 or $43,350,000
Cut off at 214th airplane instead of 313th airplane	99 A/C @ $286,000 or $28,350,000
Cut off at 162nd airplane instead of 214th airplane	52 A/C @ $288,000 or $15,000,000

Above savings consist of -	$180,000	Government Furnished Equipment
	106,000	Direct Labor
	$286,000	TOTAL
Present average cost - -	$405,000	Airframe Cost
	190,000	Government Furnished Equipment
	101,000	Spares
	$696,000	TOTAL

Signed

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

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E.O. 11652 June 1974
By [illegible] NSC Date 10-1-76

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Wtn 25 May 45
Col Burgoyne/ss/71178
AFAEP-40

Re: Serial 00847S1

30 MAY 1945

MEMORANDUM FOR CHIEF OF NAVAL OPERATIONS:

SUBJECT: U.S. Navy Requirements for C-54 Aircraft.

1. The additional U.S. Navy requirement for C-54 aircraft has been noted and accepted as a requirement against production. In an effort to meet this additional requirement, the Army Air Forces directed a study of the Army Air Force requirements for C-54 aircraft for the period 1 May 1945 - 30 April 1946. The result of this study indicates that if the Army Air Forces are to meet their directive [illegible] the lift of tonnage into China as approved by the Joint Chiefs of Staff and the return of troops from the European Theater as directed by the Chief of Staff, there will be a cumulative shortage by December 1945 of 50 aircraft in the Air Transport Command. In the months March and April of 1946 this shortage begins to show a surplus and by 30 April 76 aircraft would be available. The basis of the study to determine Air Force requirements included the utilization of all aircraft available, including combat types for the return of troops from Europe.

2. In the light of the above, it is not considered possible to meet the U.S. Navy's requirements for an additional allocation of 116 C-54's in the period 1 July 1945 - 31 December 1945. In the first half of 1946, based on the present production schedules, it will probably be possible to meet the full U.S. Navy requirement.

3. Every effort will be made to increase production and to maintain production at its peak level in order that the requirements of both services may be met at the earliest possible date.

For the Commanding General, Army Air Forces:

Signed

HOYT S. VANDENBERG,
Brigadier General, U. S. A.,
Deputy Chief of Air Staff.

DISPATCHED
30 MAY 1945
AFSA

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By: [illegible] NC Date 10-7-76

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U. S. Navy Requirements for C-54 Aircraft.

AC/AS, Plans

25 May 1945

AC/AS, OCnR, Commitments Division

1
Major Fischer/ew/74209

1. Reference is made to attached correspondence from the Chief of Naval Operations, subject as above, dated 4 May 1945, which is herewith forwarded to you for necessary action.

2. Tabulated below are ATC requirements for C-54 aircraft as well as AAF availability of this type aircraft. Requirements are those stated by ATC in their letter, Subject, "Air Transport Command Transport Type Aircraft Requirements", dated 19 May 1945. Availability is taken from AC/AS, M&S, estimate, dated 7 May 1945.

	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Requirements	69	101	95	109	124	110	110	110	68	44	44	44
Availability	69	101	85	99	115	101	101	101	77	77	91	85
Over or Short	0	0	-10	-10	-9	-9	-9	-9	+9	+33	+47	+41
Cumulative	-	-	-10	-20	-29	-38	-47	-56	-47	-14	+33	+74

3. In view of the above tabulation if is not considered desirable to fill the additional Navy requirements for 114 C-54's in 1945, however, it should be possible to make available the 36 C-54's requested by the Navy for delivery in the year 1946.

/s/ Matthew Baird, Col A C
GEORGE McCOY, JR.,
Brigadier General, USA

1 Incl:
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5 Jan. & 20 June 1974
By: [illegible] NC, Date: 6-7-76

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Op-31-01-COZ/mml
(SC)A4-2/VV
Serial, 0024731

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

4 May 1945

From: The Chief of Naval Operations
To: The Commanding General, U. S. Army Air Forces

SUBJECT: U. S. Navy Requirements for C-54 Aircraft

Reference: (a) CNO secret ltr serial 0193331 dated 4 Sept 1944.
(b) CG, AS, AAF secret ltr to DCNO (Air) dated 17 Dec 1944.

1. U. S. Navy requirements for aircraft produced under Army cognizance was outlined in reference (a). The requirement for C-54 aircraft for the year 1945 was stated to be a total of 300. Under the authority contained in reference (b), the U. S. Navy was tentatively allocated a total of 150 C-54 aircraft, 75 to be delivered during the period January to June 1945 and 75 to be delivered during the period July to December 1945. Reference (b) further stipulated that an examination of Navy and Army Air Forces requirements and C-54 production be made in May with a view to amending the J.C.S. paper which tentatively allocated the 150 C-54 aircraft to the Navy.

2. In accordance with reference (b) a study has been made of U. S. Navy requirements for C-54 aircraft during the remainder of 1945 and 1946. 150 C-54 aircraft have been tentatively allocated to the U. S. Navy during the year 1945. In addition to this number, U. S. Navy requirements are as outlined below for this type aircraft.

	1945	1946
C-54 Requirements	114	36

Sixty-six (66) of the additional aircraft requested for 1945 are to replace C-47 aircraft now being operated by Marine transport squadrons (combat employed). The remainder of the aircraft requested for 1945 and the total requested for 1946 are to cover attrition and reserves for all C-54 aircraft assigned to the Navy.

3. It is, therefore, requested that consideration be given to meeting U. S. Navy requirements as outlined in paragraph 2. Subject to your confirmation a case will be submitted to Joint Allocation (Air) for tentative allocation for planning purposes for 114 C-54 aircraft during the period July to December 1945 and for 36 C-54 aircraft during the year 1946.

/s/ Aubrey W. Fitch
AUBREY W. FITCH
By direction

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DOD Dir. 5 Nov. & 30 June 1974
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U.S. Navy Requirements for C-54 Aircraft

Deputy Chief of Air Staff

[redacted] 25 May 45
1

AC/AS, Plans, Col Burgoyne/ws/71178

1. Attached is proposed reply to letter from the Chief of Naval Operations to the Commanding General, Army Air Forces, dated 4 May 1945, subject as above.

2. In an effort to meet the additional requirement of C-54's requested by the U.S. Navy, a study of Army Air Force requirements for C-54 aircraft for the period 1 May 1945 - 30 April 1946 was made, the results of which are tabulated in Comment #1 of MMR to AC/AS, Plans from AC/AS, OCAR, dated 23 May 1945, copy attached as Incl. 2.

3. In view of the shortage of C-54's during 1945, it is not considered possible to fill the additional Navy requirement for 114 C-54's in 1946. However, it should be possible to make available the additional C-54's requested in 1945 and those desired for delivery in 1946 beginning in March 1946.

2 Incls
Incl 1 Ltr to CNO
Incl 2 MMR to AC/AS, Plans
fm AC/AS, OCAR,
dtd 23 May 45 w/incl
(cy)

LAURIS NORSTAD
Brigadier General, U.S.A.
Asst Chief of Air Staff, Plans

SM5 452.1 (11-27-44)

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DOD Dir. 5 200.9 & 30 June 1974
By ASD (C&I) Date 10-7-76

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Wm 25 May 45
Col Burgoyne/ws/71172
AFASF-40

Re: Serial 0086781

30 MAY 1945

MEMORANDUM FOR CHIEF OF NAVAL OPERATIONS:

SUBJECT: U.S. Navy Requirements for C-54 Aircraft.

1. The additional U.S. Navy requirement for C-54 aircraft has been noted and accepted as a requirement against production. In an effort to meet this additional requirement, the Army Air Forces directed a study of the Army Air Force requirements for C-54 aircraft for the period 1 May 1945 - 30 April 1946. The result of this study indicates that if the Army Air Forces are to meet their directive for the lift of tonnage into China as approved by the Joint Chiefs of Staff and the return of troops from the European Theater as directed by the Chief of Staff, there will be a cumulative shortage by December 1945 of 88 aircraft in the Air Transport Command. In the months March and April of 1946 this shortage begins to show a surplus and by 30 April 96 aircraft would be available. The basis of the study to determine Air Force requirements included the utilization of all aircraft available, including combat types for the return of troops from Europe.

2. In the light of the above, it is not considered possible to meet the U.S. Navy's requirements for an additional allocation of 114 C-54's in the period 1 July 1945 - 31 December 1945. In the first half of 1946, based on the present production schedules, it will probably be possible to meet the full U.S. Navy requirement.

3. Every effort will be made to increase production and to maintain production at its peak level in order that the requirements of both services may be met at the earliest possible date.

For the Commanding General, Army Air Forces:

Signed

EDWARD C. EBOE,
Brigadier General, U. S. A.,
Deputy Chief of Air Staff.

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By CR, Ltr. 1C; Date 10-7-76

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U. S. Navy Requirements for C-54 Aircraft.

AC/AS, Plans

23 May 1945

AC/AS, OCR, Commitments Division

1
Major Fischer/ew/74209

1. Reference is made to attached correspondence from the Chief of Naval Operations, subject as above, dated 4 May 1945, which is herewith forwarded to you for necessary action.

2. Tabulated below are ATC requirements for C-54 aircraft as well as AAF availability of this type aircraft. Requirements are those stated by ATC in their letter, Subject, "Air Transport Command Transport Type Aircraft Requirements", dated 19 May 1945. Availability is taken from AC/AS, M&S, estimate, dated 7 May 1945.

	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Requirements	69	101	90	109	124	110	110	110	88	44	44	44
Availability	69	101	85	99	115	101	101	101	77	77	91	88
Over or Short	0	0	-10	-10	-9	-9	-9	-9	-9	+33	+47	+41
Cumulative	-	-	-10	-20	-29	-38	-47	-56	-47	-14	+33	+74

3. In view of the above tabulation if is not considered desirable to fill the additional Navy requirement for 114 C-54's in 1945, however, it should be possible to make available the 56 C-54's requested by the Navy for delivery in the year 1946.

/s/ Matthew Baird, Col A C
GEORGE McCOY, JR.,
Brigadier General, USA

1 Incl:
Identified abv.

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DOD Dir. 5 200.9 & 10 June 1974
By [illegible] NLC Date 10-7-96

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Op-31-01-COT/mml
(SC)A6-3/VV
Serial, 0024781

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

4 May 1945

From: The Chief of Naval Operations
To: The Commanding General, U. S. Army Air Forces

SUBJECT: U. S. Navy Requirements for C-54 Aircraft

Reference: (a) CNO secret ltr serial 01853S1 dated 4 Sept 1944.
(b) CG, AS, AAF secret ltr to DCNO (Air) dated 17 Dec 1944.

1. U. S. Navy requirements for aircraft produced under Army cognizance was outlined in reference (a). The requirement for C-54 aircraft for the year 1945 was stated to be a total of 300. Under the authority contained in reference (b), the U. S. Navy was tentatively allocated a total of 150 C-54 aircraft, 75 to be delivered during the period January to June 1945 and 75 to be delivered during the period July to December 1945. Reference (b) further stipulated that an examination of Navy and Army Air Forces requirements and C-54 production be made in May with a view to amending the J.C.S. paper which tentatively allocated the 150 C-54 aircraft to the Navy.

2. In accordance with reference (b) a study has been made of U. S. Navy requirements for C-54 aircraft during the remainder of 1945 and 1946. 150 C-54 aircraft have been tentatively allocated to the U. S. Navy during the year 1945. In addition to this number, U. S. Navy requirements are as outlined below for this type aircraft.

	1945	1946
C-54 Requirements	114	36

Sixty-six (66) of the additional aircraft requested for 1945 are to replace C-47 aircraft now being operated by Marine transport squadrons (combat employed). The remainder of the aircraft requested for 1945 and the total requested for 1946 are to cover attrition and reserves for all C-54 aircraft assigned to the Navy.

3. It is, therefore, requested that consideration be given to meeting U. S. Navy requirements as outlined in paragraph 2. Subject to your confirmation a case will be submitted to Joint Allocation (Air) for tentative allocation for planning purposes for 114 C-54 aircraft during the period July to December 1945 and for 36 C-54 aircraft during the year 1946.

/s/ Aubrey W. Fitch
AUBREY W. FITCH
By direction

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8 Jan. & 30 June 1974
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C-54s for the Civil Airlines

Secretary of Air Staff

MAY 26 1945

AS/AS Plans

1
1t Col Butler/sm/72889

Memorandum for the Assistant Secretary of War for Air is forwarded for the information of General Timberlake and signature by, or for, the Chief of Air Staff.

Signed

LAURIS NORSTAD
Brigadier General, USA
Assistant Chief of Air Staff, Plans

Incl: As noted above

(COPY FOR SECRETARY OF AIR STAFF)

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DOD Dirs.
8 Jan. & 30 June 1974
By dlw-lrc LC; Date 10-7-76

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AFAEP-50
FDR/sm/72889
wtn 24 May 1945

DECLASSIFIED
E.O. 12356, SEC. 3.3
NARA, DATE 12-18-97

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR:

Subject: C-54s for the Civil Airlines

1. For your information, arrangements have been made whereby the C-54A, which according to usual practice has been left with the Douglas company for testing modifications, will be available to the Civil Aeronautics Administration for testing, preliminary to certificating that type for civil use. It is planned to make the principal and extensive tests with this model. By interpolation of the results and minor additional tests, the data obtained will be sufficient to certify other C-54 models.

2. The CAA plans to initiate the tests on 1 July 1945. The plane is equipped with instruments necessary for the purpose and this will expedite final certification.

For the Commanding General, Army Air Forces:

Signed

REUBEN [illegible], JR.
Brigadier General, U. S. Army,
Deputy Chief of Air Staff.

DISPATCHED
31 MAY 1945
AFSAS

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By [illegible] NARS, Date 10-7-76

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Wsn 21 May 45
Col Burgoyne/ss/71172
AFAEP-40

Re: OP-51-01-SCT
Serial: 0087021

25 MAY 1945

MEMORANDUM FOR CHIEF OF NAVAL OPERATIONS:

SUBJECT: U.S. Navy Requirements for Aircraft Produced Under Army Cognizance.

1. Receipt is acknowledged of the U.S. Navy's additional requirements for A-26 and PB-4E/AT-7 aircraft for the period July-December 1945 and for the year 1946.

2. The Army Air Forces have programmed the A-26 aircraft for the U.S. Navy as requested.

3. At the moment, it appears that approximately 100 C-47's and 100 AT-7/11's could be made available to the U.S. Navy during the period July-December 1945 from AAF stocks. Further, during the year 1946, 100 AT-7/11's could be made available to the U.S. Navy from AAF stocks.

4. Prior to contracting definitely for additional AT-7/11 production at this stage of the war, advice is requested as to whether or not the above mentioned C-47's and AT-7/11's, reconditioned by the Army prior to delivery, during the period July-December 1945, and the 100 AT-7/11's reconditioned by the AAF, would meet U.S. Navy requirements for training.

For the Commanding General, Army Air Forces:

Signed

R. C. RICH
Brigadier General, U.S.A.
Deputy Chief of Air Staff

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25 MAY 1945

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DOD Dir
By [illegible] NLC Date 10-7-96

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Op-31-01-COT/mml (SC)A4-VV
Serial: 0027031

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

12 May 1945

From: Chief of Naval Operations.
To: Commanding General, U. S. Army Air Forces

SUBJECT: U. S. Navy Requirements for Aircraft Produced under Army Cognizance.

1. The below listed requirements for the U. S. Navy of aircraft produced under Army cognizance are submitted for your consideration. Since many of the aircraft schedules have been or are in the process of being revised and in order to aid future planning, it is desired to submit Navy requirements for the last six months of 1945 and for the full year of 1946. The requirements listed below are in addition to all allocations previously agreed upon for aircraft produced under Army Cognizance.

Type	July-Dec. 1945	Total 1946
A-26	50	36
UC-45/AT-7	200	100

The A-26 aircraft requested above are to be used as high speed tow planes. The UC-45/AT-7 aircraft are required to meet U. S. Navy training requirements.

2. Subject to your confirmation and approval a case will be submitted at the appropriate time requesting formal allocation to the U. S. Navy for the aircraft listed in paragraph 1 above.

Aubrey W. Fitch
Deputy Chief of Naval Operations
(Air)

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U.S. Navy Requirements for Aircraft Produced under Army Cognizance.

23 1945

Deputy Chief of Air Staff

AC/AS, Plans, Logistics Division

1
Col Burgoyne/ws/71172

1. Attached is proposed reply to letter from the Chief of Naval Operations to the Commanding General, Army Air Forces, dated 12 May 1945, subject as above.

2. The U.S. Navy has requested the following:

Type	July-Dec. 1945	Total 1946
A-26	80	26
UC-65/AT-7	200	100

3. The Army Air Forces are proposing to accept the following as a requirement:

Type	July-Dec. 1945	Total 1946
A-26	80	26
C-67's *(From AAF stocks)	100	
AT-7/11's *(From AAF stocks)	100	100

* Reconditioned

4. This letter has been coordinated with AC/AS, OCAR as to availability of aircraft and with AC/AS, M&S, as to ability to thoroughly recondition aircraft in the periods indicated.

5. If and when this proposal is accepted by the Navy, a Staff Study will be prepared which will result in a directive to AC/AS, OCAR and AC/AS, M&S to take implementing action.

Signed

Incls
Ltr to CNO
Ltr fm CNO to CG, AAF,
dtd 12 May 45

G. C. JAMISON
Brig. General, U.S.A.
Chief, Logistics Division

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DOD Dir. 5 Jan. & 30 June 1974
By OPNAV SC, Date 10-7-76

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U.S. Navy Requirements for PQ-14 (TDSC-1) Drones for 1946

Deputy Chief of Air Staff

21 May 45

AC/AS, Plans, Logistics Div. — 1 — Col Burgoyne/ws/71172

1. Attached is proposed reply to letter from the Chief of Naval Operations to the Commanding General, Army Air Forces, dated 9 May 1945, subject as above.

2. AC/AS, OC&R and AC/AS, M&S have been notified of the increased requirements of PQ-14's for the Navy.

3. AC/AS, M&S advises that this is within our production capacities.

Signed
G. C. JAMISON
Brig. General, U.S.A.
Chief, Logistics Division

Incls
Ltr to CNO
Ltr fm CNO to CG, AAF
dtd 9 May 45

SAS 452.1 (1671)

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DOD Dirs.
5 Jan. & 20 June 1974
By [illegible] LC Date 10-7-76

CONFIDENTIAL

Wtm 19 May 45
Col Burgoyne/ws/71178
AFAEP-40

24 MAY 1945

SUBJECT: U. S. Navy Requirements for PQ-14 (TDRC-1) Drones for 1946.

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

Attention: Capt. D. V. Gallery, Rm 2914A, Navy Department.

1. The U.S. Navy's requirement for 360 PQ drones at the rate of 60 per month during the period January - June 1946 as stated in your letter to the Commanding General, Army Air Forces, dated 9 May 1945, has been accepted for production planning.

2. The Army Air Forces will be prepared to recommend the allocation of the above requested aircraft upon presentation of a case to the Joint Allocations (Air).

For the Commanding General, Army Air Forces:

Signed

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

DISPATCHED
21 MAY 1945
AFSAB

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Op-51-01-00Z/sml
(SC)A4-1/VV
Serial, 0106831

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DOD Dir. 5200.9
E.O. 12958, Sec. 3.6
By [illegible] NARA, Date 9-7-06

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

9 May 1945

From: Chief of Naval Operations.
To: Commanding General, U. S. Army Air Forces.

SUBJECT: U. S. Navy Requirements for PQ-14 (TDSC-1) Drones for 1946.

1. The U. S. Navy has stated requirements for a total of 480 PQ-14 (TDSC-1) target drones during 1946 at the rate of 40 per month and this number has been tentatively allocated. CominCh has directed that Fleet Forces be provided with subject drones at the rate of 60 per month. In order to meet requirements of the Fleet it is requested that consideration be given to the allocation to the U. S. Navy during the period January-June 1946 of a total of 360 PQ-14 drones at the rate of 60 per month.

2. Subject to your confirmation action will be submitted to Joint Allocation (Air) at the appropriate time requesting formal allocation to the U. S. Navy for a total of 360 PQ-14 (TDSC-1) drones at the rate of 60 per month during the period January - June 1946.

/s/ D. V. Gallery
D. V. GALLERY
By Direction

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By RR Ltr AG Date 10-7-76

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Authority of Commanding General AAF

1 MAY 1945
Date

Initials

Deficiencies - A-26 Series Aircraft

AC/AS, M&R, Material Division, Aircraft Projects Branch

14 MAY 1945

AC/AS, OC&R, Requirements Division

1
Lt.Col.Prichett/vmj/71608

1. Your attention is invited to the attached report from Headquarters, 9th Bombardment Division (P), subject "Deficiencies - A-26 Series Aircraft," dated 14 March 1945. It is understood that a copy of this report has been forwarded by your office to AFTAC, accompanied by a directive to correct the deficiencies as listed and to inform this Headquarters of the action being taken.

2. Many deficiencies covered in this report have already come to the attention of this Headquarters and of AFTAC, and corrective action has been accomplished or is underway. However, it is deemed advisable to set forth the following comments concerning deficiencies for your information and to denote special attention as indicated:

a. Bomb door safety switch - Due to the malfunction of this part, entire flights fail to bomb their target because of switch failure in the lead airplane. It is requested that this deficiency be remedied immediately in production and that retroactive corrective action be initiated immediately by the publication of a T.O. Technical Maintenance Instruction CM-30-W-45, Headquarters, AFTAC in Europe, dated 6 April 1945, subject "Modification of Bomb Door Safety Switch Assembly - A-26 Aircraft," is being forwarded to your office by separate R&R, and it is suggested that the instructions contained in this T.M.I. be utilized in preparation of the requested T.O.

b. It is suggested that the method of loading bombs covered in Section II, paragraph g(7) be studied with a view toward improving the bomb loading provisions and toward reducing the amount of time required to bomb up the A-26 airplane.

c. In regard to Section X, paragraph 1, the installation of the A-1 window dispenser is considered a theatre requirement and should only be made upon receipt of special instructions from this office. Paragraphs 2 and 3 of this same section fall in the same category.

d. The information contained in Section XI dealing with night operation deficiencies should be utilized by the contractor in connection with present rearranging and cleaning up of the pilot's cockpit.

e. A study is requested to provide some means of protection for the lower sighting station of the D.R. turret. This expensive and critical piece of equipment is being destroyed entirely or badly damaged when an aircraft is forced to belly-land. Any protective appurtenance should not interfere with the proper operation of the turret nor restrict the field of vision through the lower sight hood.

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Deficiencies - A-26 Series Aircraft

AC/AS, MAP, Material Division, Aircraft Projects Br.

1 cont.

AC/AS, OCAR, Requirements Division

f. A study is requested to investigate the possibilities of providing a safe avenue of escape for those personnel on the flight deck when bailing out. Now that a requirement has been established for copilot provisions in A-26 aircraft, it is requested that this escape problem be studied in conjunction with the necessary rearrangement of the cockpit resulting from installation of the copilot's provisions. Enlargement of the passageway to the bomb bay is one suggestion. In addition, it might be possible perhaps to provide for some means of bailing out so that occupants of the flight deck would pass underneath the wing, thereby removing the danger of hitting the empennage of the airplane.

2. It is requested that this office be kept currently informed of the AMC reports indicating action on A-26 deficiencies. A 2A priority is assigned this study.

Incl - ltr frm AMC in Europe dtd 27 Mar 45 (hr hdq)

Book No. _____

A/S Ref. _____

AFRDD/N _____

/s/ Jack

LESLIE C. PEARSON
Colonel, Air Corps
Acting Chief

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6 Jan. & 20 June 1974
By [illegible] NC, Date 10-7-76

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B-24 Production

AC/AS, Material & Services

General Baker

16 MAY 1945

1

File

1. Existing inventory of B-24 aircraft is more than sufficient to meet all foreseeable B-24 requirements.

2. Present B-24 production schedules contemplate that the final B-24 airplanes will be produced in July 1945. No military requirement exists for any production of B-24's from this date forward. To minimize storage and disposal problems and save manpower and material it is desirable that B-24 production be stopped at once.

3. The Army Air Forces is not in a position to gauge the effect on the national economy of an immediate termination of B-24 production. The disruption of the national economy and the aircraft industry of a complete stoppage of B-24 production at this time might outweigh the gains accruing from such immediate termination.

4. It is desired that you convey to the appropriate civilian agencies the fact that no further military requirement exists for B-24 production and that the Army Air Forces desires to stop such production at the earliest possible date permitted by possible disruption to the civilian economy.

Syd

IRA C. EAKER,
Lieutenant General, U.S.A.,
Deputy Commander, Army AirForces.

SAS 452.1 (1666)

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DECLASSIFIED
DOD ltrs.
6 Jan. & 20 June 1974
By [illegible] NC, Date 10-7-76

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AFRPC
M. Faulkner-Ex. 4800

15 MAY 1945

MEMORANDUM FOR THE DEPUTY COMMANDER, AAF:

Subject: Immediate Termination of B-24 Production

I. Statement of the Problem

To prevent accumulation of additional surplus B-24 aircraft, minimize storage and maintenance problems and conserve money, manpower and material by terminating B-24 production immediately.

II. Discussion

1. On 15 April 1945 the Chief of Air Staff directed that B-24 aircraft production be placed on the WX-9 schedule which had been approved by the Aircraft Requirements Board on 2 April 1945.

2. Subject WX-9 schedule indicated that even after instructions to terminate B-24 production were given, approximately 875 articles, then in process, would be completed and delivered.

3. Since the above action was taken hostilities in Europe have ended and a recomputation of AAF and Lease-Lend requirements has been made. This recalculation has been based on the following assumptions:

a. Attrition of B-24 units against Japan was assumed at 10% of unit equipment per month.

b. Conversion of B-24 units to B-32 and B-29 will proceed according to existing schedules. Aircraft released by conversion of B-24 units are assumed available to other B-24 units in the same theater.

c. Lease-Lend requirements are:

	Jul-Dec '45	Jan-Jun '46	Jul-Dec '46
Australia	90	105	105
Canada	5	11	11
China	30	29	29
	125	145	145

d. The On Hand surplus of aircraft 1 May 1945 consists of:

New aircraft in storage and mod centers	967
50% of B-24's to be returned from MTO-MTO	1000
Total	1967

File 5/16/45 M.

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4. Based on the above assumptions it appears that the total B-24 requirements for all recipients 1 May 1945 - 31 December 1946 is 1685 airplanes while existing usable inventory surplus on 1 May 1945 amounted to 1907. (See Tab A)

III. Conclusion

1. Existing B-24 inventory is more than sufficient to provide for all present and foreseeable future B-24 requirements.

2. Production of additional B-24 aircraft should be stopped at once.

IV. Recommendation

It is recommended that the attached directive be approved and forwarded to Asst Chief of Air Staff, Material and Services, to stop B-24 production immediately.

DONALD WILSON,
Major General, U. S. Army,
Asst. Chief of Air Staff,
Operations, Commitments & Requirements

2 Incls -
Tab A - Chart
Tab B - Proposed RAR

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DOD Dir. 5 Jan. & 20 June 1974
By [illegible] NC, Date 12-7-76

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AFRPC wrtn 18 May 45
Major Faulkner:mf/4800

UNCLASSIFIED

B-36 Production

AC/AS, Material & Services

General Rahm

1

1. Existing inventory of B-36 aircraft is more than sufficient to meet all foreseeable B-36 requirements.

2. Present B-36 production schedules contemplate that the final B-36 airplanes will be produced in July 1946. No military requirement exists for any production of B-36's from this date forward. To minimize storage and disposal problems and save manpower and material it is desirable that B-36 production be stopped at once.

3. The Army Air Forces is not in a position to gauge the effect on the national economy of an immediate termination of B-36 production. The disruption of the national economy and the aircraft industry of a complete stoppage of B-36 production at this time might outweigh the gains accruing from such immediate termination.

4. It is desired that you convey to the appropriate civilian agencies the fact that no further military requirement exists for B-36 production and that the Army Air Forces desires to stop such production at the earliest possible date permitted by possible disruption to the civilian economy.

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DOD Dir.
8 Jan. & 29 June 1974
By ... Lab. LC. Date 12-3-75

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AFAIR-00
RDH/cm/72000
WDC 18 May 1945

18 May 1945

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR

Subject: Availability of Transport Aircraft for Non-Military Use - Use of Liberator for Lisbon and Prestwick Ahead - AAF 38.

1. State Department's discussion and recommendation to the Air Coordinating Committee - ACC 38 - indicated that your memorandum of 12 May 1945 regards Army Consolidation flights of a C-54B to Latin American countries and to South Africa, together with the varying requirements from the U.S. diplomatic personnel. It recommends that unless it was apparent possible to equip DC-4 aircraft from ACC operations the decision should change whether they should not be put in commercial service rather than to wait for demonstration purposes, or for Lisbon with military aircraft.

2. The South American trip was made at the request of General Smith, Executive Council, Caribbean Defense Command, with the interest and concurrence of General Saltz, Special Assistant to the Commanding General, Army Air Forces. It lasted from 16 April 1945 to 14 May 1945, and while primarily calculated to survey the practicability of transportation to and from military stations with the aforesaid types of planes, when such planes are available, the primary purpose was to obtain the substantial British propaganda for British aviation equipment. Such propaganda has included demonstrations of a Spitfire and 16 generally unfavorable RAF adjustments, through the assignment of RAF officers, and otherwise.

3. The South African trip was made by a C-54 enroute to India at the express request of the Commanding General, South African Air Force, through the U.S. Minister to Supply Commission, Air Transport Command, who was there at the time. The trip covered about five days.

4. The demonstration flights were given in Lisbon and Madrid early in April, 1945, at the request of the State Department which stated that it was highly desirable to display the plane to high officials and the public. There have also been many instances when C-54's have been used to carry our diplomatic representatives in large planes, at the request of State Department for purposes of prestige, when additional air transport was needed for war purposes.

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[redacted] all way in each country and cannot be rightly blamed on good or bad in all cases. They are probably of substantial value on the whole.

[redacted] the ultimate effect of such demonstrations, during the war, will in each case be carefully planned as part of the

[redacted] the desirability of demonstrations, on the side of undertaking them should prior coordination with all of the diplomatic missions involved might be a proper subject for informal discussion between the interested departments, but they do not justify the use of the formal procedure of the Air Coordinating Committee to submit details whether planes should be made available to commercial airlines instead of for combined demonstrations.

3. It is recommended that no action be taken by the Committee on the matter.

Syd - 18 May

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

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May 4, 1945 [redacted] Presented by: Department of State

ACC No. 20

DECLASSIFIED Per State Dept. Ltr. By [illegible] Date 10-27-76

Title: Availability of Transport Aircraft for Non-Military Use - Use of DC-4s for Liaison and Propaganda Abroad - Availability to Commercial Operators.

Problem

Whether it is desirable for the Army to use DC-4 aircraft for purposes of demonstration, propaganda and liaison, or whether these aircraft might be used more effectively by United States commercial airlines in international service.

Discussion

Excerpt from a secret despatch No. 3109, dated April 23, 1945, from American Ambassador at Lima:

"The day before yesterday, Major McAlpin arrived in Lima in a DC-4, which, I understand, is the most perfect specimen of an up-to-date transport plane, together with a full crew, including various officers. Subsequent to his arrival, the Military Attache received a telegram from Panama indicating that this trip was to investigate the desirability of servicing American military missions in Latin America from Panama with DC-4s.

"In conversation with me, Major McAlpin indicated one purpose of the mission was testing whether the plane could land at

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at places where military missions are supplied and also of displaying the latest triumph of United States aviation engineering. Major McAlpin indicated that although on a southbound trip he was only in transit; on his return in some ten days time he proposed to stop off here longer. He suggested, as a desirable measure of propaganda, that I should invite various distinguished Peruvian guests, preferably the President and others, to make a flight aboard the DC-4 on its return journey from Chile.

"The following considerations occurred to me in connection with Major McAlpin's trip: As there must be plenty of data available regarding, on the one hand, the length and condition of airfields used by Army aviation missions and, on the other, of the carrying capacity of DC-4s, I believe I am justified in considering that the primary object of this flight is propaganda. Peruvian aviation is not altogether in satisfactory condition. On the one hand there appear to be vast ambitions for nationalizing the air services in this country; on the other there has been a series of recent crack-ups of planes. I understand there is a shortage of spare parts for existing planes and no appropriations with which to buy the same. At any rate, nothing so far has been paid on what Peru owes on military, naval, and aviation Lend-Lease material.

"Under these circumstances, the flashing of expensive aviation equipment before the eyes of the Peruvians to my mind serves no useful purpose; and another consideration is that it

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is desired to impress upon the Peruvian authorities that this country's oil resources are badly needed for military operations in the Pacific and that there must be economy in the use of gasoline. Is it consistent with our proclamants of oil conservation that military aviators should bring down planes with a heavy consumption of high octane gasoline when there is every appearance that the object of the flight may appear in Peruvian eyes as being in the nature of a joy ride?

"The Department may care to consult with the competent authorities in the Navy and War Departments and advise me by cable whether it desires that I further Major McAlpin's DC-4 project on his return or not."

Telegram No. 520, April 24, 1945 from the Embassy at Santiago, Chile:

"On April 19 Military Attache received telegram from mil mis, signed Brett, CBG, in substance as follows:

"'Under command of Major McAlpin, air route survey is being conducted in deluxe type C-54 to determine practicability of using this type plane for mission supply. Purely military project, and has no connection with establishment of commercial routes. Important that you coordinate with Ambassador and obtain his approval, suggesting that he invite, at his discretion, local officials

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to inspect latest type United States military transport.

6 This is excellent chance for you to display a C-54 to all interested persons. If it is desired, airplane, has facilities for luncheon for party of about 20 persons. Colonel Rosenthal, now enroute Santiago, will notify you of itinerary and further details. Crew of 4 men and about 13 officers, highest ranking, Colonel."

"Plane arrived April 21. Three flights a day have been arranged for Chilean officials etc. for 5 days including tomorrow and time set for inspection at airport. Plane has made excellent impression."

A report from the Legation at Pretoria recently informed the Department that a DC-4 airplane of the ATC had visited Pretoria and made demonstration and courtesy flights over a period of several days. It received good publicity from the local press, which prompted the British to make similar demonstration flights with their Avro-manufactured York. The pro-British press in South Africa claimed that the York's speed was superior to that of the DC-4.

The above items indicate that there are arguments both pro and con concerning the use of DC-4 aircraft for demonstration purposes.

Telegram No. 897.

SPS 452.1 (1665)

Telegram No. 897, May 2, 1945, from the Embassy at Santiago, Chile, reads in part:

"Embassy welcomed visit on April 20 by Major Thomas Tobin of ATC on survey of need for additional planes along Panagra routes. I reiterate that need of additional planes for non-priority passengers is now more acute than ever. Embassy is eager for opportunity to ameliorate present deplorable situation and it occurs to me that War Department may be induced to put C-54 planes now touring this region into commercial operation as emergency measure to relieve pressure."

Recommended Action

Since it now appears possible to spare DC-4 aircraft from ATC operations directly related to the war effort, it is suggested that the Air Coordinating Committee discuss whether it is desirable to use these planes for demonstration and propaganda purposes, and for liaison with military missions in South America, or whether these aircraft might be used more effectively if made available to United States international commercial airlines such as Pan American, American Export, and any others which might seem to be certificated for international trunk line service.

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DOD Dir
5 par. 4 & 30 June 1954
By [illegible] NC, Date 10-7-74

Availability of Transport Aircraft for Non-Military Use

AC/AS, Plans
Attn: Colonel Grant Mason

15 May 45

Chief of the Air Staff

1
PWT/ovs/5265

1. This matter has been discussed with Colonel Brownell who agrees that this should be channeled in the established procedure for the agendas of the A.C.C. that would normally be presented to Mr. Lovett at the Friday briefing.

2. It will be the responsibility of Colonel Mason to determine the urgency of these questions as they are presented to us. If the subject cases are for informal concurrence rather than advance copies of questions to be discussed at the regular meetings, Colonel Mason will take necessary steps to have immediate reply made to Mr. Lovett.

3. This procedure has been explained to General Baker, but in this particular case he would like to know the answer before Friday.

4. Please call me if the above is not understood.

1 Incl
Memo for DC, AAF frm
Mr. Lovett dtd 12 May
w/1 incl--Cy No. 2,
ACC No. 20 above subj.

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

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WAR DEPARTMENT
THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D. C.

DECLASSIFIED
UOD Rts
8 Jan. & 20 June 1974
By AFSC/Hist. HQ; Date 6-7-76

12 May 1945

MEMORANDUM FOR THE DEPUTY COMMANDER, AAF, AND CHIEF OF AIR STAFF
(Attention: Brig. Gen. Patrick W. Timberlake, Deputy Chief of Air Staff)

Subject: Release of C-54's for civil airlines.

1. Upon receipt of your memorandum of 1 May 1945 on the above subject I advised the State Department accordingly.

2. I now forward to you for your information copy of a letter under date of May 9, 1945 from the Director, Office of Transport and Communications Policy, of the State Department. It will be appreciated if you will bring this to the attention of the Commanding General, Air Transport Command, after noting it yourself.

3. I believe that this matter should receive continued attention by both the Air Staff and the Air Transport Command, and request that I be advised just as soon as it is found consistent with our clear military requirements to release C-54's so that they can be made available to United States international commercial operators.

ROBERT A. LOVETT
Assistant Secretary of War for Air

Incl
Cpy May 9, 1945 ltr to AFSWA
fr Mr. Charles P. Taft

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DEPARTMENT OF STATE

WASHINGTON

In reply refer to
AV

May 9, 1945

DECLASSIFIED
E.O. 12356, Sec. 3.4
State Dept. Letter, 6-7-76

My dear Mr. Lovett:

This will acknowledge your letter of May 3, 1945 addressed to Mr. Clayton advising the Department that in view of the increased air transport operations which will be required of the Air Transport Command in connection with redeployment it will be impracticable to release any C-54's to United States commercial operators at this time.

The Department regrets exceedingly that it is still being found impossible to make a small number of C-54's available to Pan American Airways and American Export Airlines in accordance with the recommendation made previously by this Department and the Civil Aeronautics Board. It is hoped that this may still be done just as soon as military considerations will permit.

The Department is glad to note that a C-54 is being made available to the Civil Aeronautics Administration as a preliminary to certification for civil use, thus avoiding delay when it does become possible to release C-54's for commercial use.

Sincerely yours,

/s/ Charles P. Taft

Charles P. Taft
Director
Office of Transport
and Communications Policy

The Honorable
Robert A. Lovett,
Assistant Secretary of War for Air,
Washington, D. C.

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DOD Dirs.
5 Jan. & 20 June 1974
By [illegible] IC; Date 10-7-76

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12 May 1945

MEMORANDUM FOR THE DEPUTY COMMANDER, AAF, AND CHIEF OF AIR STAFF
(Attention: Brig. Gen. Ralph P. Timberlake, Deputy Chief of Air Staff)

Subject: Release of C-54's for civil airlines.

1. Upon receipt of your memorandum of 1 May 1945 on the above subject I advised the State Department accordingly.

2. I now forward to you for your information copy of a letter under date of May 9, 1945 from the Director, Office of Transport and Communications Policy, of the State Department. It will be appreciated if you will bring this to the attention of the Commanding General, Air Transport Command, after acting it yourself.

3. I believe that this matter should receive sympathetic attention by both the Air Staff and the Air Transport Command, and suggest that I be advised just as much as it is found consistent with our other military requirements to release C-54's so that they can be made available to United States international commercial operators.

(Signed) ROBERT A. LOVETT

ROBERT A. LOVETT
Assistant Secretary of War for Air

Encl
Copy May 9, 1945 ltr to AFAMA
fr Mr. Charles P. Taft

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DEPARTMENT OF STATE

WASHINGTON

In reply refer to
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State Dept.
NND ALAXSO; Date 10/3/76
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May 9, 1945

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The Department is glad to note that a C-54 is being made available to the Civil Aeronautics Administration as a preliminary to certification for civil use, thus avoiding delay when it does become possible to release C-54's for commercial use.

Sincerely yours,

/s/ Charles P. Taft

Charles P. Taft
Director
Office of Transport
and Communications Policy

The Honorable
Robert A. Lovett,
Assistant Secretary of War for Air,
Washington, D. C.

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Jan. & 20 June 1974
LC; Date 10-7-76

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AFAEP-50
EJB/am/72889
wtn 17 May 1945

18 May 45

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR:

Subject: Availability of Transport Aircraft for Non-Military Use - Availability of Subject C-87's available to Foreign Airlines - ASF 20/1

1. State Department memorandum on the above subject -- ASF 20/1 -- indicated with your memorandum of 12 May 1945, recommends that no C-87's be declared surplus until the Air Coordinating Committee has had an opportunity to study all of the implications involved and has made a formal recommendation.

2. Thirty C-87's, in from fair to poor condition, have been declared surplus by the Army Air Forces but have been temporarily withdrawn from the current declarations of surplus at the request of the British representative on Munitions Assignment Committee (Air). Following suggestions of the Navy Department that they might replace RY-3s now under Naval procurement for British use. Since these planes may be available for declaration as surplus in the near future, the issues raised by State Department should be settled with reasonable promptness. It is expected that others may become excess in the last quarter of 1945.

3. State Department correctly points out that U. S. carriers probably would be unwilling to buy these planes. They have high operating costs and other undesirable characteristics. State Department requests negotiation by U.S. airlines as undesirable for foreign purposes but also fears their negotiation by foreign carriers on the ground that they are superior to present U.S. civilian planes and would permit foreign overseas operations. It is stated that this may adversely affect negotiations for operating and landing rights abroad. In addition, it is feared that this might adversely affect foreign orders for more modern American equipment. It is then suggested that the Army might keep the C-87's and release C-54's instead.

4. The reasons for any adverse effect of the release of C-87's on negotiations for air rights are obscure, unless State Department desires to trade planes for rights. This appears to be a dubious policy at best. It is contrary to the spirit of the Resolutions of this Government sponsored at the Chicago International Civil Aviation

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Conference. Moreover, the release of C-87's will tend to promote sale of later U.S. equipment. However, if the policy is adopted, it could best be applied if the C-87's were declared surplus and thus were available for the trading. There is also the obligation of the War Department to turn equipment over to the civil disposal agencies promptly upon its becoming surplus unless there are clear reasons for contrary action. Such reasons do not appear here since Surplus Property Board has established procedures which give effective weight to State Department views on allocations of surplus transport aircraft.

5. This type of plane is no inferior to modern four-engined transports that the four that other orders might be cancelled appears to be without substance. (This was informally confirmed in a conversation on other matters with a Douglas representative on 16 May 1945.)

6. This reduces the question to one of whether the War and Navy Departments should use the C-87's as replacements for C-54's. They require more maintenance personnel and supplies than C-54's; they carry much smaller loads; they have a critical center of gravity which limits their usefulness in carrying miscellaneous cargo. The congestion on the Pacific shuttle bases will present a most difficult problem with C-54's and the use of C-87's would increase this congestion. There will be a like congestion on the Atlantic bases during the projected return of soldiers to this country in 1946. The substitution of C-87's for C-54's is impractical.

7. It is recommended that the Committee reject the proposal of State Department that no C-87's be declared surplus until the Air Coordinating Committee makes a formal recommendation, since no formal recommendation will be forthcoming except in the unlikely event of unanimous agreement. It is further recommended that State Department be urged to concur in making U.S. types, including C-87's, readily available to foreign nations for good will purposes, to carry out Mr. Berle's commitment at Chicago, and to promote enlargement U.S. sales. However, if State Department is insistent, there should be no objection to agreeing to withhold declaration of C-87's as surplus for thirty days or for such shorter period as State Department may indicate is satisfactory to it. This will permit State Department to present documented views as to the undesirability of such declaration of surplus, independent of the question of substitution for C-54's in military service.

Sgd - 18 May

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

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DOD Dirs.
By ALM/MS NC: Date 10/7/76

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9 May 1945

Presented by: Department of State

By Dept. Date 10/7/76

AGO No. 20/1

Title: Availability of Transport Aircraft for Non-Military Use - Desirability of Making C-87s Available to Foreign Airlines.

PROBLEM

The Department has been advised through informal channels that there is a possibility that a substantial number of C-87s (B-24D, redesignated to be used for cargo and transport purposes with major fuselage changes) which are excess to United States military requirements may shortly be declared surplus and thus become available for allocation by the Surplus Property Board to foreign airlines. While this is admittedly only a rumor, the effect of such a declaration might be so serious that the Department feels justified in bringing the matter before the attention of the Committee without waiting for confirmation.

DISCUSSION

It is unlikely that American international air carriers would care to purchase the C-87s, nor is it desirable, for reasons of prestige, that they should undertake operations with this type of equipment. However, it does seem that if a substantial number of four-engine planes such as the C-87 can be considered excess from military requirements, a certain number of C-54 airplanes could be dispensed with by the military for the use of the American international commercial operators, the military retaining an equivalent or perhaps larger number of the C-87s.

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Furthermore, if foreign air carriers come into possession of four-motored equipment at this time, thereby permitting extensive transatlantic and long-range operations with aircraft superior to that now available to American international operators, this may have an adverse affect on the Department's negotiations for operating and landing rights abroad.

The Department is also concerned over the effect that the sale of C-87s to foreign air carriers, such as the Swedish Airline or KLM, might have upon orders which those airlines have placed for modern American equipment of the DC-4 or more advanced types. Orders have already been placed by foreign airlines with Douglas and Lockheed. It is feared that if these airlines come into possession of the C-87s they may cancel those orders or be discouraged from placing additional orders. As one of the main objectives in the disposal of the surplus aircraft is to maintain a strong American aviation industry, any distribution which discourages the acquisition of American planes of the post-war types is to be deplored.

RECOMMENDED ACTION

It is recommended that the military authorities be requested not to declare as surplus any C-87 aircraft which are suitable for international commercial operation until the ACC has had an opportunity to study all the implications of such action and make a formal recommendation.

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

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AFAMO-80
WDB/mm/72000
WDB 17 May 1945

18 MAY 1945

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR:

Subject: Availability of Transport Aircraft for Non-Military Use - Desirability of Making C-87's available to Foreign Airlines - ASW 20/1

1. State Department memorandum on the above subject - ASW 20/1 - inclosed with your memorandum of 12 May 1945, recommends that no C-87's be declared surplus until the Air Coordinating Committee has had an opportunity to study all of the implications involved and has made a formal recommendation.

2. Thirty C-87's, in free sale to your committee, have been declared excess by the Army Air Forces but have been temporarily withdrawn from the current declaration of surplus at the request of the British representative on Munitions Assignment Committee (Air), following suggestions of the Navy Department that they might replace PB-4s now under Naval procurement for British use. Since these planes may be available for declaration as surplus in the near future, the issues raised by State Department should be settled with reasonable promptness. It is expected that others may become excess in the last quarter of 1945.

3. State Department accurately points out that U. S. carriers probably would be unwilling to buy these planes. They have high operating costs and other undesirable characteristics. State Department regards acquisition by U.S. airlines as undesirable for prestige purposes but also fears their acquisition by foreign carriers on the ground that they are superior to present U.S. airline planes and would permit foreign overseas operations. It is stated that this may adversely affect negotiations for operating and landing rights abroad. In addition, it is feared that this might adversely affect foreign orders for more modern American equipment. It is then suggested that the Army might keep the C-87's and release C-82's instead.

4. The reasons for any adverse effect of the release of C-87's on negotiations for air rights are obscure, unless State Department desires to trade planes for rights. This appears to be a dubious policy at best. It is contrary to the spirit of the intentions of this Government expressed at the Chicago International Civil Aviation

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Conference. Moreover, the release of C-87's will tend to promote sale of later U.S. equipment. However, if the policy is adopted, it could best be applied if the C-87's were declared surplus and then were available for the trading. There is also the obligation of the War Department to turn equipment over to the civil disposal agencies promptly upon its becoming surplus unless there are clear reasons for contrary action. Such reasons do not appear here since Surplus Property Board has established procedures which give effective weight to State Department views on allocations of surplus transport aircraft.

5. This type of plane is so inferior to modern four-engined transports that the four that other orders might be cancelled appears to be without substance. (This was informally confirmed in a conversation on other matters with a Douglas representative on 15 May 1945.)

6. This reduces the question to one of whether the War and Navy Departments should use the C-87's as replacements for C-54's. They require more maintenance personnel and supplies than C-54's; they carry much smaller loads; they have a critical center of gravity which limits their usefulness in carrying miscellaneous cargo. The congestion on the Pacific shuttle bases will present a most difficult problem with C-54's and the use of C-87's would increase this congestion. There will be a like congestion on the Atlantic bases during the projected return of soldiers to this country in 1946. The substitution of C-87's for C-54's is impractical.

7. It is recommended that the Committee reject the proposal of State Department that no C-87's be declared surplus until the Air Co-ordinating Committee makes a formal recommendation, since no formal recommendation will be forthcoming except in the unlikely event of unanimous agreement. It is further recommended that State Department be urged to censor in making U.S. types, including C-87's readily available to foreign nations for good will purposes, to carry out Mr. Berle's commitment at Chicago, and to promote subsequent U.S. sales. However, if State Department is insistent there should be no objection to agreeing to withhold declaration of C-87's as surplus for thirty days or for such shorter period as State Department may indicate is satisfactory to it. This will permit State Department to present documented views as to the undesirability of such declaration of surplus, independent of the question of substitution for C-54's in military service.

For the Commanding General, Army Air Forces:

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

DISPATCHED
15 MAY 1945
AFSA

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DOD Dir.
5 Jan. & 20 June 1974
By [illegible] NC, Date 8-7-74

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22 May 1945

MEMORANDUM FOR THE DEPUTY CHIEFS, AAF, AND CHIEF OF AIR STAFF

1. The attached paper (ABC No. 384). Subject: Availability of Transport Aircraft for Establishing the Feasibility of Making Civil Airlines by Foreign Airlines) has been circulated by the Department of State to the members of the Air Coordinating Committee.

2. The comments and recommendations of the Air Staff and of the Air Transport Command are requested.

(Signed) ROBERT A. LOVETT

ROBERT A. LOVETT
Assistant Secretary of War for Air

Incl
Cy No. 8, ABC No. 384

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Availability of Transport Aircraft for Non-Military Use - Desirability of Making C-87's Available to Foreign Airlines.

Secretary of Air Staff

AS/AS, Plans

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VHB/ff/72000

1. Inclosed reply to memorandum of Assistant Secretary of War for Air, dated 13 May 1945, on above subject is forwarded for signature of Chief of Air Staff.

2. Since this matter will be considered at the Air Coordinating Committee at its meeting on 19 May 1945, it is requested that its delivery to him be accomplished prior to his regular briefing at 1400, 18 May 1945.

2 Incl
1- Memo to ASW/A for signature
2- Memo for [illegible]
w/1 incl

LAURIS NORSTAD
Brigadier General, U.S.A.
Asst Chief of Air Staff, Plans

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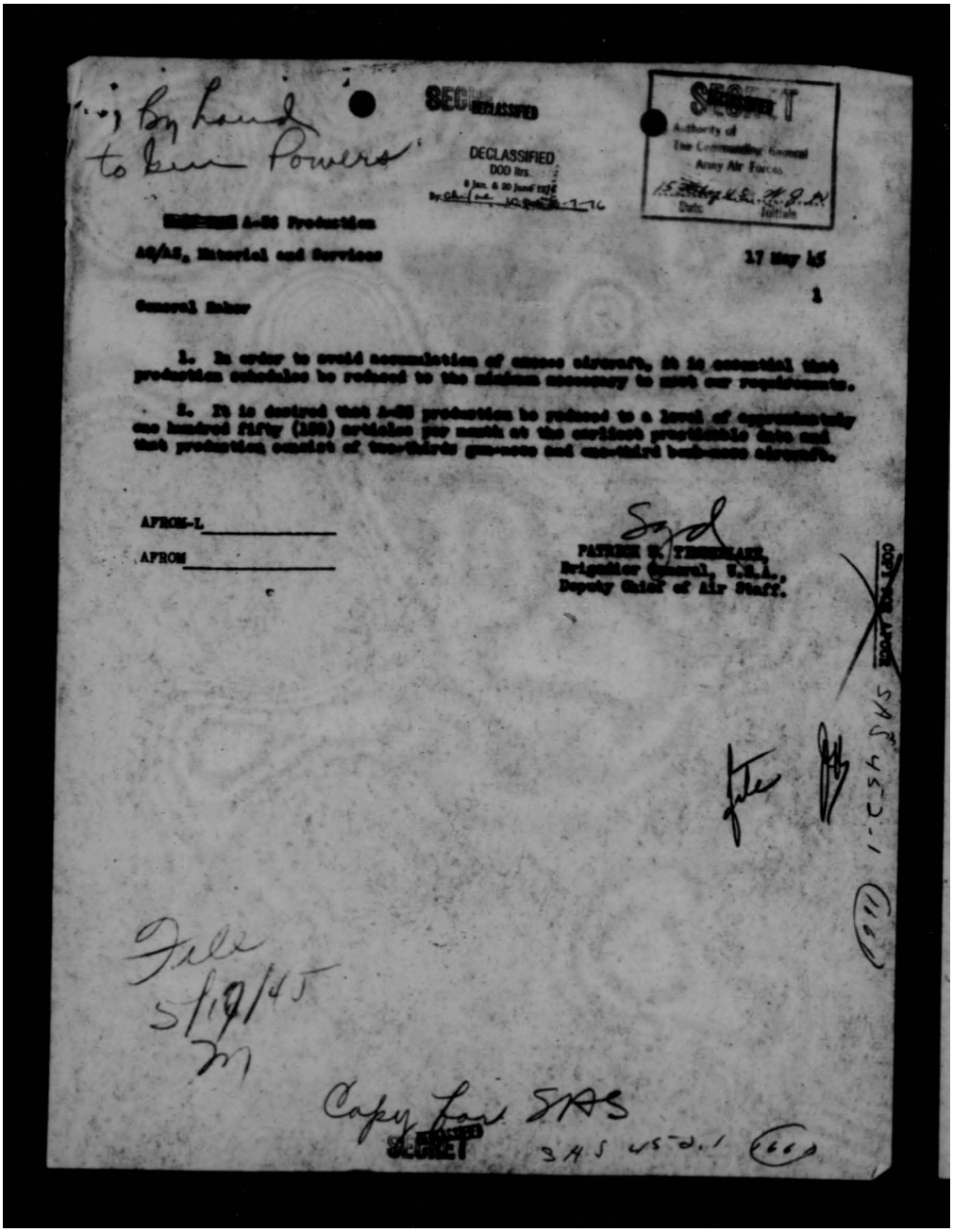

by hand to Gen Powers

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DOD ltrs.
8 Jan. & 20 June 1958
By CH [illegible] 7-76

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Authority of
The Commanding General
Army Air Forces
[illegible] Date Initials

[redacted] A-26 Production

AC/AS, Material and Services

17 May 45

General Eaker

1

1. In order to avoid accumulation of excess aircraft, it is essential that production schedules be reduced to the minimum necessary to meet our requirements.

2. It is desired that A-26 production be reduced to a level of approximately one hundred fifty (150) airplanes per month at the earliest practicable date and that production consist of two-thirds gunners and one-third bombardier aircraft.

AFROM-L _____

AFROM _____

Sgd

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

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DOD Dirs.
8 Jan. & 20 June 1974
By [illegible] NC, Date 10-7-76

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By Authority of
The Commanding General
Army Air Forces
AG 319.1 U.S. M.D.R.
Date Initials

16 MAY 1945

MEMORANDUM FOR THE DEPUTY COMMANDER, ARMY AIR FORCES:

Subject: B-17 and A-26 Requirements and Production

I. Discussion

1. Reference is made to your Memo, subject, "Re-study of Airplane Production Programs," dated 9 May 1945, inclosing a memorandum from the Assistant Secretary of War for Air. A re-study is being or has been made of the production and requirements for B-17 and A-26 aircraft and is submitted herewith.

2. B-17's

A study is now being conducted to determine what percentage of B-17 aircraft returning from the U.K. can be modified and restored for use in the Pacific combat theatres. When this study is completed, and it is anticipated it will be within the next month, a separate recommendation will be submitted.

3. A-26's

a. The A-26 requirements have been calculated on the following assumptions:

(1) Seven (7) A-26 groups will be redeployed in the Pacific, including one (1) Pathfinder group.

(2) All medium and light groups deployed against Japan, except three RAAF B-25 groups, will be reequipped with A-26's this year. Attrition assumed is 10% of unit equipment per month.

(3) B-25 groups in RAAF will be continued on B-25's until B-25 stocks are used up after which time units will be converted to A-26's. There will be sufficient B-25's available to support RAAF groups through 1946, provided no unforeseen lend-lease commitments are made.

(4) No A-26's will be given away under lend-lease. There are no firm commitments involving lend-lease of A-26's at this time.

(5) Flow of A-26's as attrition replacements for 8.A.F. groups now equipped with B-26's will begin in June 1946 to sustain unit equipment and 25% reserve. Attrition rate assumed was 5% of unit equipment per month.

b. A comparison of A-26 production and requirements using these assumptions is shown below. (See Tab A for detailed breakdown by months.)

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	Prior 1 Jan	1 Jan'43 1 Jan'44	1st half	2nd half
Requirements				
B-24 Production (Ferry-Mk-F)		1365	750	750
Gain		1365	1365	1365
Cumulative Gain	615	1980	2730	3480

2. The requirements indicated above are less than previous statements of requirements for the following reasons:

(1) No provision is made for Lend-Lease.

(2) Provision is not made for conversion of B-24D groups.

II. Conclusion

It is considered that B-24 production should immediately be reduced to approximately one hundred fifty (150) aircraft per month. In view of the low attrition rate assumed and the fact that no provision has been made for Lend-Lease, a small surplus (approximately twenty-five (25) aircraft per month) is planned in the future production schedule for unforeseen contingencies.

III. Recommendation

It is recommended that the attached MAR to AC/AS, Material and Services, be approved and forwarded.

2 Attachs.
1-Sub A
2-Mins "B-17 and B-24 Prod."

DONALD WILSON,
Major General, U. S. Army,
Asst. Chief of Air Staff,
Operations, Commitments & Requirements

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Special Combat Crew Schedules

AC/AS, Operations, Commitments & Requirements
AC/AS, Training
AC/AS, Personnel
AC/AS, Material & Services
AC/AS, Plans
Management Control, Manpower Division
Management Control, Statistical Control Division
The Air Inspector
Special Projects Office

8 MAY 1945

1

FROM: Chief of Air Staff

1. The Special Combat Crew Schedules prepared by AC/AS, Training under date of 19 April 1945 as amended, are hereby declared operative with the following exceptions:

a. The B-29 schedules prepared by AC/AS, Training under date of 20 March will continue to be the operating schedule.

b. A-26 inputs from Training Command to Continental Air Forces will be discontinued pending revision of requirements.

2. AC/AS, Training will prepare directives to the Continental Air Forces and the Training Command giving effect to this directive.

Signed

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

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Authority of [illegible]
2 MAY 1945
Date Initials

2 May 45

Mr. C. C. Hanley
Calabasas High School
General Office
1324 Airway
Glendale, Calif.

Dear Mr. Hanley:

In the absence of General Arnold, I want to thank you for your clear-cut suggestions on converting fighter aircraft to specialize types for ground attack. I think your idea is very logical and sound, so let me tell you what we have done and are doing along these lines.

The fight-time fighter airplane that we are using in all theaters today is admittedly a compromise. It has been necessarily so, because production and logistics would have made it economically impossible to provide the required numbers of completely specialized aircraft to perform every type of mission. In Europe, the fighter carried high performance, both at altitude for escort work and at low level for dive bombing and strafing. To meet this requirement, the Packard engine of the P-51 with its two-speed blower and aftercooler was selected to provide optimum performance at any altitude with very little weight penalty. The P-47, built around a turbo blower, gives similarly flexible performance. Range was needed for long escort missions, and tanks were added for the task of flying in cooperation with ground forces. Wing shackles which will carry either bombs or droppable fuel tanks provide the means for accomplishing this dual requirement. Armor plate has been provided both fore and aft of the pilot to protect him from enemy aircraft fire and back-up ground fire.

Military demands change very rapidly. There are many factors to consider in predicting aircraft requirements for even future time than a combat design may be applied in production. Today, as you have pointed out in your letter, there is a much greater need for a good strafing and dive bombing airplane than there is for one which is an efficient fighter at high altitudes. There is every indication that this condition will continue to exist until the termination of this war. Our combat planes, constantly undergoing modifications to meet changing demands in their performance are being prepared to meet this condition. The A-36, now in quantity production, is more heavily armed and armored than any aircraft ever built for low level attack operations; a study has been initiated to substantially armor our P-47 and P-51 at the sacrifice of some fuel and performance in order to make a less vulnerable target in ground attack operations; dismountable armor plate is already available for protecting the

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P-51's coolant radiators against small arms ground fire; the P-80, our new jet fighter, is currently undergoing destructive gun fire tests in a wind tunnel in order to determine how best to protect it against enemy ground fire; a study is being conducted to determine whether presently used protective plate can be more advantageously placed for forthcoming operations. Matters of this nature are under constant study, and I assure you that we are gearing our aircraft to exploit the opportunities of diminishing enemy air power to the utmost - and with particular emphasis on pilot protection.

It is a pleasure to get a letter such as yours. An idea presented in simple and logical form, easy to understand and without generalities, is a thing of beauty in itself. Thank you again for your interest in this matter.

Sincerely,

Signed

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

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Proposed Letter to Mr. C. C. Moseley

Secretary of Air Staff

30 Apr 1945

AC/AS, Operations, Commitments and Requirements

1

A proposed letter to Mr. C. C. Moseley, replying to his letter to General Arnold, is forwarded for signature.

2 Incls
1. Prop. Ltr to Mr. C. C. Moseley
2. Ltr fr Mr. C.C. Moseley to Gen Arnold with 2 copies.

DONALD WILSON,
Major General, U. S. Army,
Asst. Chief of Air Staff,
Operations, Commitments & Requirements

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Wrin 27 April 1945
Army Air Forces
2 MAY 1945
Date Initials

2 May 1945

Mr. C. S. Mosley
Gilmore Night Academy
General Offices
1354 Airway
Glendale, Calif.

Dear Mr. Mosley:

In the absence of General Arnold, I want to thank you for your clear-cut suggestions on converting fighter aircraft to specific types for ground attack. I think your idea is very logical and sound, so let me tell you what we have done and are doing along these lines.

The first-line fighter airplane that we are using in all theaters today is admittedly a compromise. It has been necessarily so, because production and logistics would have made it economically impossible to provide the required numbers of completely specialized aircraft to perform every type of mission. In Europe, the fighter needed high performance, both at altitude for escort work and on the deck for dive bombing and strafing. To meet this requirement, the Merlin engine of the P-51 with its two-speed blower and aftercooler was evolved to provide optimum performance at any altitude with very little weight penalty. The P-47, built around a turbo blower, gives similarly flexible performance. Range was needed for long escort missions, and bombs were needed for tactical missions in cooperation with ground forces. Wing shackles which will carry either bombs or droppable fuel tanks provide the means for accomplishing this dual requirement. Armor plate has been provided both fore and aft of the pilot to protect him from enemy aircraft fire and head-on ground fire.

Military demands change very rapidly. There are many factors to consider in predicting aircraft requirements for some future time when a completed design may be realized in production. Today, as you have pointed out in your letter, there is a much greater need for a good strafing and dive bombing airplane than there is for one which is an efficient fighter at high altitudes. There is every indication that this condition will continue to exist until the termination of this war. Our combat planes, constantly undergoing modifications to meet changing demands in their performance, are being prepared to meet this condition. The A-26, now in quantity production, is more heavily armed and armored than any aircraft ever built for low level attack operations; a study has been initiated to substantially armor our P-47 and P-51 at the sacrifice of some fuel and performance in order to make a less vulnerable target in ground attack operations; detachable armor plate is already available for protecting the

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Pepi's coolant radiators against small arms ground fire; the P-80, our new jet fighter, is currently undergoing destructive gun fire tests in a wind tunnel in order to determine how best to protect it against enemy ground fire; a study is being conducted to determine whether presently used protective plate can be more advantageously placed for forthcoming operations. Matters of this nature are under constant study, and I assure you that we are gearing our aircraft to exploit the opportunities of diminishing enemy air power to the utmost - and with particular emphasis on pilot protection.

It is a pleasure to get a letter such as yours. An idea presented in simple and logical form, easy to understand and without generalities, is a thing of beauty in itself. Thank you again for your interest in this matter.

Sincerely,

Signed

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

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April 14, 1945

PERSONAL

General H H Arnold
Chief of the Air Forces
Washington, D C

Dear Hap:

Herewith a suggestion:

1. It is designed for the ensuing Jap war to--
   a) Save pilots lives
   b) Conserve combat airplane losses
   c) Make the air effort more effective
   d) Expedite and help win the war

2. It will--
   a) Reflect great credit on the A.A.F. by maximum effectiveness
   b) Avoid criticism of the A.A.F. by reducing casualties

3. It is not a case of revolutionary idea.

4. It merits very serious consideration since the public reaction to heavy casualties on Iwo Jima shows a growing tendency on the part of the public to view casualties with alarm. This tendency can be expected to increase as the Jap war drags along.

The suggestion is:

TO IMMEDIATELY CONVERT ONE OR MORE TYPES OF OUR FIGHTERS TO A GROUND LEVEL, SPECIALLY ARMORED, MOTORED AND ARMED LOW LEVEL ATTACK FIGHTER BOMBER.

This is essential because:

1. Jap air power is declining rapidly and there will not be the necessity for so much air fighting.

2. Present fighters have high altitude engines and a multitude of other equipment not at all essential for low level attack work.

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3. More and more fighters will be required for low level attack.

4. Present fighters are inadequately armed for low level attack, resulting in higher losses.

5. As presently constituted a Jap with a fifty cent rifle can shoot down your most skilful ace since our present fighters do not give him the protection he deserves and requires.

6. Ground strafing has already been found to be a fighter pilot's most dangerous type of mission.

7. Morale will be better since the pilots will know their chances of returning safely are so much better.

8. Many excellent and successful air fighters have already been lost on ground strafing missions.

The most desirable airplane for ground strafing appears to be either

a) The P-38 because of its ability to return if one engine is shot out and because of its excellent load carrying ability, or

b) The new Jet airplane due to its simplicity, lack of propeller and other vulnerable ingredients. Its high speed should make it especially effective although its high fuel consumption at low altitudes and other factors unknown to the undersigned may preclude the use of this airplane. It appears, however, that its use as a high altitude fighter is becoming less important daily due to the increasing destruction of the Jap Air Force by both air battles and bombing out of manufacturing facilities.

This suggestion is made purely in the spirit of a constructive suggestion. If you don't like it the All-American filing cabinet (the wastebasket) is always available. However, think it over--it covers a situation that must be faced and, remember, the public is becoming more sensitive and alarmist daily over casualties.

As everyone knows, you have done a magnificent job; in fact the "Jb - Possible" as Sam Goldwyn would say in two words! I personally don't want to see anything happen now during

the closing period of the war to detract from the wonderful work of the A.A.F. to date.

Best of luck as always.

Sincerely,

C C MOSELEY

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By [illegible] NARS, Date 10-7-76

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Implementation of WE-9 Working Schedule

Assistant Chief of Air Staff, Material & Services

26 APR 1945

1

Chief of Air Staff

1. It is desired that you initiate immediate action to make the WE-9 Working Schedule effective as of 1 May 1945 for all models of aircraft produced under AAF cognizance except the P-51, C-46, L-4/14, L-5 and AT-6. This action has already been taken for the B-17 and B-24.

2. Production of the P-51, C-46, L-4/14, L-5 and AT-6 will continue as provided in the WE-14 Working Schedule.

3. It is desired in connection with this action that you emphasize to WPB, CMH and other interested agencies, including the WD PRR and AAF Office of Information Services that the action does not signify the arrival of a VE day but is possible because losses suffered during the past ninety days have been smaller than expected and is desirable because of the urgency of concentrating on the production of the models required in the war against Japan.

Sgd by Donald Wilson
for
BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces

Carried by Maj Lewis, OCAR

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24 Apr 45
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24 APR 1945

MEMORANDUM TO THE CHIEF OF AIR STAFF:

Subject: Implementation of WE-9 Working Schedule

I. Problem

To adjust aircraft production to reduced AAF requirements, to decelerate the accumulation of substantial aircraft surpluses and to minimize storage and maintenance problems.

II. Discussion

1. Attention is invited to the following recent developments.

a. Aircraft attrition losses in ETO-MTO, in all types, have been dropping sharply during the past ninety days (see Tab A).

b. As a result of continuing high levels of aircraft production, coupled with low losses, surplus aircraft inventory is accumulating.

c. Every indication points to continued decrease in aircraft losses in ETO-MTO as the occupation of Germany progresses.

d. Heavy Bomber production already has been placed on a one-front war basis.

2. The WE-9 production schedule, approved by the Aircraft Requirements Board on 5 April 1945 is the basis for scheduling aircraft production for the one-front war. Comparison of the current working schedule for the two-front war, WE-14, with the WE-9, reveals that the two schedules result in production of approximately the same numbers of aircraft during the balance of 1945 (See Tab B) except for the following models: A-20, P-51, P-47, P-38, C-46, L-5, L-4/14, and AT-6.

3. Reference is made to attached Tab C which shows for the models cited in paragraph 2, above, the cumulative position of the AAF if the requirements of a continuing two-front war for the duration of 1945 are compared with production scheduled (1) under WE-14, (2) under WE-9. Tab C indicates that

a. If production is continued on the WE-14 schedule present surpluses will grow rapidly.

b. If the WE-9 schedule is implemented, effective 1 May 1945, it will be possible for the AAF to fight a two-front war at current operational rates without shortage until:

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A-36 - 15 September 1945
P-51 - 1 September 1945 (without replacement of P-40's)
P-47 - 1 September 1945
P-38 - Surplus position at all times
C-46 - 1 January 1946

4. Implementation of the WE-9 schedule for P-51 and C-46 is not deemed propitious at this time because of the desirability of replacing 960 P-40's in training with the P-51, giving us an additional margin for contingencies, and because the transport requirement after VE cannot be predicted accurately now.

5. Decision not to redeploy any of the 1500 liaison type airplanes now in ETO-MTO plus increase in the reserve authorization in PRAP from 20% to 30% of unit equipment has so altered the post VE liaison aircraft requirement as to make the WE-9 schedule inadequate. A continuation of the L-14 schedule through 1945 for L-4/14 and L-5 models is indicated in order to meet the enlarged liaison requirement.

6. In view of the radically curtailed pilot training program, the AAF has a negligible requirement for additional AT-6's. The WE-9 schedule makes adequate provision for approved lease-lend requirements for this model but would not supply recently stated requirements for an additional 675 AT-6's for RAF and USSR, as yet unapproved.

7. For all models except the L-4/14 and L-5 it is believed that the WE-9 schedule will more than meet requirements of AAF cognizance airplanes for the war against Japan. Probable surpluses exist in the WE-9 schedule for the following reasons:

a. The schedule makes provision to equip and maintain at one half of active theater attrition rates 30 groups redeployed to strategic reserve.

b. Attrition replacement on groups deployed against Japan has been calculated on a very liberal basis substantially above the loss rates currently suffered in these theaters.

c. Although models such as P-38, P-51 and C-82 will be in production during 1945, they have not been applied against requirements in determining the AAF position.

III. Conclusions

1. Implementation of the WE-9 schedule as of 1 May 1945 except for the AT-6, P-51, C-46, L-4/14 and L-5 models would not impair our ability to continue to fight a two-front war including provision of present estimated two-front war lend-lease requirements until after 1 September 1945.

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2. The W-14 schedule for P-51, C-46, L-4/14, L-5 and AT-6 should be continued at this time but requirements for these models should be kept under continuous review in order that cut backs may be effected at the appropriate time.

3. The WE-9 schedule provides adequate production to prosecute the war against Japan.

4. Reduction of aircraft production (except for models noted above) to the WE-9 schedule as of 1 May 1945 will

a. Minimize the accumulation of large aircraft surpluses.

b. Conserve manpower, money and material for more critically needed items.

c. Reduce the diversion of critical personnel to accomplish storage and maintenance of suplus aircraft.

d. Effect an orderly transition to the one-front war thus maintaining the Air Force reputation for sound advance planning.

IV. Recommendation

Approval of attached directive (Tab B) to the Assistant Chief of Air Staff, Material and Services, to initiate action necessary to place aircraft production (except P-51, C-46, L-4/14 and L-5) on the WE-9 schedule effective 1 May 1945.

Signed
DONALD WILSON,
Major General, U. S. Army,
Asst. Chief of Air Staff,
Operations, Commitments & Requirements

Approved
BMG
BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces

25 Apr 45
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Release of B-24's for Civil Airlines

Secretary of Air Staff

APR 26 1945

AC/AS Plans

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[illegible]

Memorandum for the Assistant Secretary of War for Air, in response to his memorandum dated 25 April 1945 on the above matter, is forwarded for signature by the Chief of Air Staff.

[illegible]
Brigadier General, U.S.A.
Acting Asst Chief of Air
Staff, Plans

1 Incl:
As indicated above

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6 Jan. & 30 June 1976
By [illegible] SC, Date 10-1-76

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AFDMA-4B

Major Baird/bta/5663

1 May 1948

MEMORANDUM FOR CHIEF OF AIR STAFF, (Attention: General Timberlake)

Subject: Modifications for B-36 Aircraft.

1. With reference to Colonel Ritchey's question on the attached back slip, there will be little or no delay in the tactical availability of B-36 aircraft, due to accomplishment of modifications as specified by AF/DCS, SAUS, in attached Routing and Record Sheet, dated 11 April 1948. These modifications were chosen from a master list of modifications for the B-36, selected at a conference held in this headquarters on 10 November 1948, with representatives of AMC, AFDMA, and SAUS. This master list of modifications was compiled from regularly scheduled production changes to be installed in the airplane by means of modification methods, to provide incorporation of the items in advance of the scheduled production installation. This procedure was adopted to anticipate future combat modifications that might be dictated by operating experience, after the airplanes were committed to combat.

2. Necessary engineering and modification facilities have been completed for some time to accomplish the above modifications and the necessary time to accomplish these modifications is reflected in tactical availability estimates currently being used to set up overseas deployment of B-36 aircraft. It may, therefore, be stated that the proposed list of modifications will not cause delay in overseas deployment projects for B-36 aircraft as already planned. The modifications as listed in the attached Routing and Record Sheet will be incorporated in the AMC/B-36 airplanes by production installation. Some future delay can be foreseen, however, if additional modifications are found to be necessary after combat evaluation of the airplane is completed in the theater.

(Signed) JOHN G. MOORE
Colonel, Air Corps

JOHN G. MOORE
Colonel, Air Corps
Executive, AC/AS, MAS

Encls
Memo. w/incls
thereto.

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20 April 1945

MEMORANDUM FOR GENERAL TIMBERLAKE:

1. With reference to the attached B&R and in answer to your question on the attached buckslip, this list of modifications includes only about half of the master list of modifications necessary to make the B-32 a finished combat plane. Later production will incorporate the complete list.

2. Eglin Field submitted the original "short list" of modifications, and included 20 items. We cut this to 23 and added 15 radar and communications items which Eglin Field had not covered, making a final total of 38 modifications. Since those who have been flying the B-32 insist that these modifications are essential. it is believed advisable that they be retained.

3. The following modifications listed in this paper could be eliminated without unduly jeppardizing the initital combat performance but MAC assures us that elimination of the items will not materially advance the availability date:

a. Install 9/16" laminated glass in bombardiers' sighting window. (For safety of bombarider from flak - tends to improve bombing)

b. Replace A-4 oxygen bottles with A-6, one per crew membr. (Replacement will be made in theater in any case as A-4 is entirely unsatisfactory, yet not dangerous unless crews try to use it).

c. Install flak blanket for crew positions. (Purely a safety item, but will have physchological advantage).

d. Install red indicator light to indicate landing gear not locked. (A safety item for aircraft alnding).

e. Provisions for first aid knives. (A safety item which requires little installation time).

f. Install bombaridier safety harness. (As bombarider sits on door, this is a safety item).

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g. Install redesigned instrument panel to provide co-pilot flight instruments. (Present design will not permit co-pilot to fly instruments. This is safetywise as well as modification for improved operations).

Signed

/s/ DONALD WILSON,
Major General, U. S. Army,
Asst. Chief of Air Staff,
Operations, Commitments & Requirements.

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Experimental Long Range Navy Fighter

25 APR 1945

The Chief of the Air Staff (Colonel Bean)

(Brin 14 Apr 45)

AC/AS, Operations, Commitments & Requirements

Col Vicentine/ahf/73715

1. The following is submitted as a comparison between AAF fighters and the Boeing XF-8B:

a. P-51H
The P-51H, which is just now going into production, has a top speed of 480 MPH at 25,000 ft, combat radius of action 1290 miles. Armament consists of six 50 caliber guns, ten 5" rockets, two bomb shackles which will take any stores and bomb up to 1000 lb.

b. P-47N
The P-47N has a top speed of 466 MPH at 32,500 ft, combat radius of action 1290 miles. Armament consists of eight 50 caliber guns, eight 5" rockets, three bomb shackles, two of which will carry bombs up to 2000 lbs, the total any bomb up to 1000 lbs. Radius of action of the P-47N as a fighter-bomber is approximately 800 miles with three 1000 lb bombs and 600 miles with two 1000 lb bombs.

c. The North American XP-82 will have a top speed of 482 MPH at 25,000 ft combat radius of action will be 1500 miles. Armament will consist of five 50 millimeter cannon or six 50 caliber machine guns. Rocket installations will provide for twelve 5" rockets. Two 1000 lb bombs can be carried on the bomb racks.

2. From the above, it can be seen that the XF-8B has approximately the same performance characteristics as our present fighters. This airplane, however, has a new and untried engine and its performance is based on war emergency power that has not yet been obtained in the R-4360 engine. Also, the XF-8B is an experimental aircraft that compares to AAF fighters already in production. The performance of the XF-8B is far inferior to that of our jet propelled aircraft that will soon be in production.

AFHQ _____

Signed.

DONALD WILSON,
Major General, U. S. Army,
Asst. Chief of Air Staff,
Operations, Commitments & Requirements

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DOD Dir.
8 Jun. & 20 June 1974
By [illegible] NC, Date 10-7-76

CONFIDENTIAL

AFAEP-40
RMS:mec
74055
Wrtn: 12 Apr 45

12 APR 1945

MEMORANDUM FOR THE CHAIRMAN, JOINT AIRCRAFT COMMITTEE.

Subject: B-45 Bombing Schedules Which do not Meet Military Requirements

1. The B-45 Bombing Schedule having been approved by the Joint Aircraft Committee, the Army Air Forces submits the following list of aircraft, the production of which does not meet military requirements.

2. Attention is invited to the definitions used in segregating the models into the two groups.

Group I - Consists of new models which are replacing obsolescent military types and for which immediate requirements are for in excess of the manufacturer's ability to get into volume production.

B-29 B-32 B-45
B-36 C-82

Group II - Consists of established aircraft types for which there is an urgent immediate military requirement which is not being met by current quantity production, due to manufacturing limitations.

B-29 B-32 C-82
B-36

3. It is recommended that the Joint Aircraft Committee include the above listed aircraft in the Addendum to B-45, which reflects those aircraft that presently do not meet military requirements.

For the Commanding General, Army Air Forces:

Signed

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

DISPATCHED
12 APR 1945
AFSA

CONFIDENTIAL

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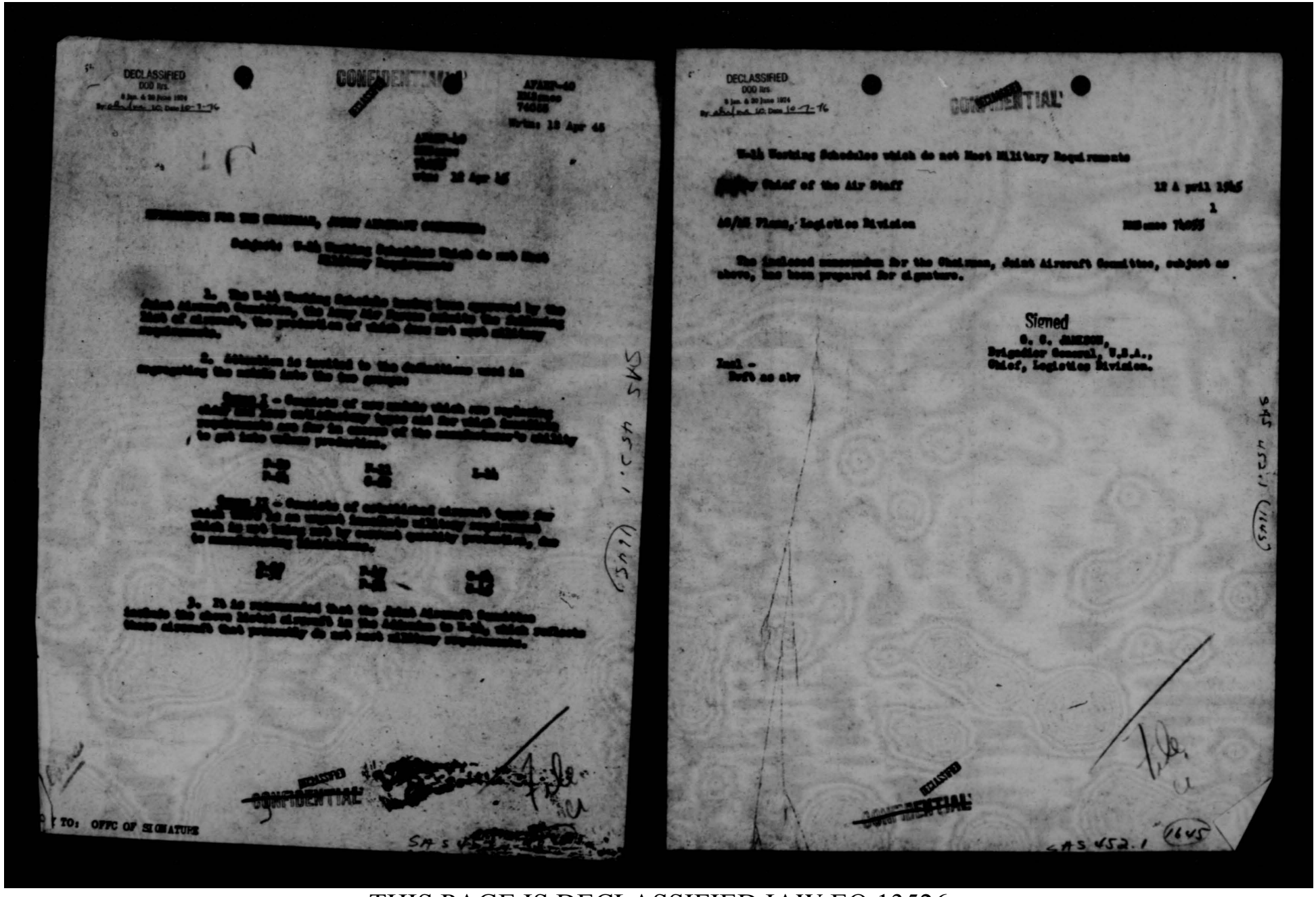

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DOD Dir.
By [illegible] NC, Date 10-7-76

CONFIDENTIAL

AFAMO-40
[illegible]
74655

Washington 25, D. C.
Date: 12 Apr 45

[illegible]
[illegible]
[illegible]
Subject: [illegible]

1. The [illegible] Schedules [illegible] approved by the Joint Aircraft Committee, the Army Air Forces [illegible] the [illegible] of aircraft, the production of which does not [illegible] requirements.

2. Attention is invited to the substitutions [illegible] appearing [illegible] the middle [illegible] the two groups.

Group I - Consists of new models which are replacing [illegible] which [illegible] have [illegible] which [illegible] requirements [illegible] to [illegible] of the [illegible] ability to get [illegible] production.

[illegible] [illegible] [illegible]

Group II - Consists of established aircraft types or [illegible] in which [illegible] military requirements, which [illegible] being met by current quality production, due to [illegible] limitations.

[illegible] [illegible] [illegible]

3. It is recommended that the [illegible] Schedules [illegible] above [illegible] approved by the Committee [illegible] which [illegible] those aircraft [illegible] presently [illegible] military requirements.

(Sgd) [illegible]

SAS 452.1 (1645)

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DOD Dir.
By [illegible] NC, Date 10-7-76

CONFIDENTIAL

[illegible] Schedules which do not Meet Military Requirements

[illegible] Chief of the Air Staff 12 April 1945

AC/AS Plans, Logistics Division [illegible]

The inclosed memorandum for the Chairman, Joint Aircraft Committee, subject as above, has been prepared for signature.

Signed
O. C. JAMESON,
Brigadier General, U.S.A.,
Chief, Logistics Division.

Incl -
Draft as stated

(Sgd) [illegible]

SAS 452.1 (1645)

TO: OFFC OF SIGNATURE

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By CSAF IHC to Date 10-2-96

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SEC OF AIR STAFF
AFASP-60
Wilshusf/71178
ctm 20 Mar 45

5 APR 1945

Air Commodore J. L. Findlay
New Zealand Air Mission
Room 2501 Munitions Building
Washington, D. C.

Dear Air Commodore Findlay:

1. During the period 1 April to 30 April 1945 the USAAF Lend Lease Allocation Program will be reviewed and conferences held to determine requirements and a proposed allocation program to submit to the Combined Chiefs of Staff for aircraft from production under cognizance of USAAF for the period 1 July to 31 December 1945.

2. To facilitate this overall study with the view of balancing aircraft requirements against future production, it will be appreciated if you will complete the attached forms and return them to this office as soon as possible.

3. This is approximately the same information as requested in November 1944 projected twelve months except that in this study we asked that you state the "planned attrition rates and reserves" of the Royal New Zealand Air Force.

4. For planning purposes, this office would appreciate knowing what effect the cessation of organized resistance in Europe will have on your planned requirements as computed above.

5. It would be appreciated if you would complete a similar set of requirement forms based on the above assumption and forward them to this office. For convenience in this study, 30 June 1945 can be used as the assumed date of cessation of organized resistance in Europe.

Sincerely yours,

Signed

BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces

1 Incl:
Forms (under separate cover)

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5 APR

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By [illegible] NO; Date 10-7-76

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AFAEP-60
WDSAmf/71178
wtm 25 Mar 45

5 APR 1945

Air Commodore J. L. Findlay
New Zealand Air Mission
Room 2801 Munitions Building
Washington, D. C.

Dear Air Commodore Findlay:

1. During the period 1 April to 30 April 1945 the USAAF Land Lease Allocation Program will be revised and conferences held to determine requirements and a proposed allocation program to submit to the Combined Chiefs of Staff for aircraft from production under cognizance of USAAF for the period 1 July to 31 December 1945.

2. To facilitate this overall study with the view of balancing aircraft requirements against future production, it will be appreciated if you will complete the attached forms and return them to this office as soon as possible.

3. This is approximately the same information as requested in November 1944 projected twelve months except that in this study we asked that you state the "planned attrition rates and reserves" of the Royal New Zealand Air Force.

4. For planning purposes, this office would appreciate knowing what effect the cessation of organized resistance in Europe will have on your planned requirements as computed above.

5. It would be appreciated if you would complete a similar set of requirement forms based on the above assumption and forward them to this office. For convenience in this study, 30 June 1945 can be used as the assumed date of cessation of organized resistance in Europe.

DISPATCHED
5 APR 1945
AFSAC

Sincerely yours,

Signed

BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces

1 Incls
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5 Jan. & 30 June 1974
By OSD [illegible] LC; Date 10-7-76

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SEC OF AIR STAFF

AFAEP-48
MHB:hmf/71172
wtm 28 Mar 45

5 APR 1945

Air Marshal R. Williams
Royal Australian Air Force Representative
Room 4826 Munitions Building
Washington, D. C.

Dear Air Marshal Williams:

1. During the period 1 April to 30 April 1945 the USAAF Lend Lease Allocation Program will be reviewed and conferences held to determine requirements and a proposed allocation program to submit to the Combined Chiefs of Staff for aircraft from production under cognizance of USAAF for the period 1 July to 31 December 1945.

2. To facilitate this overall study with the view of balancing aircraft requirements against future production, it will be appreciated if you will complete the attached forms and return them to this office as soon as possible.

3. This is approximately the same information as requested in November 1944 projected twelve months except that in this study we asked that you state the "planned attrition rates and reserves" of the Royal Australian Air Force.

4. For planning purposes, this office would appreciate knowing what effect the cessation of organized resistance in Europe will have on your planned requirements as computed above.

5. It would be appreciated if you would complete a similar set of requirement forms based on the above assumption and forward them to this office. For convenience in this study, 30 June 1945 can be used as the assumed date of cessation of organized resistance in Europe.

Sincerely yours,

5 APR
AFSA

Signed

BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces

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8 Jan. & 30 June 1954
By [illegible] NO, Date 12-1-76

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AFAEP-60
WEB:lmf/72178
wtm 29 Mar 45

5 APR 1945

Air Marshal R. Williams
Royal Australian Air Force Representative
Room 4000 Munitions Building
Washington, D. C.

Dear Air Marshal Williams:

1. During the period 1 April to 30 April 1945 the USAAF Lend Lease Allocation Program will be reviewed and conferences held to determine requirements and a proposed allocation program to submit to the Combined Chiefs of Staff for aircraft from production under cognizance of USAAF for the period 1 July to 31 December 1945.

2. To facilitate this overall study with the view of balancing aircraft requirements against future production, it will be appreciated if you will complete the attached forms and return them to this office as soon as possible.

3. This is approximately the same information as requested in November 1944 projected twelve months except that in this study we asked that you state the "planned attrition rates and reserves" of the Royal Australian Air Force.

4. For planning purposes, this office would appreciate knowing what effect the cessation of organized resistance in Europe will have on your planned requirements as computed above.

5. It would be appreciated if you would complete a similar set of requirement forms based on the above assumption and forward them to this office. For convenience in this study, 30 June 1945 can be used as the assumed date of cessation of organized resistance in Europe.

Sincerely yours,

DISPATCHED
5 APR 1945
AFSA

Signed

BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces

1 incl:
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separate cover)

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2 Jan. & 20 June 1974
By [illegible] Date 18-7-76

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SIGNERS COPY

AFAEP-40
WMB:hmf/71172
wtn 28 Mar 45

6 APR 1945

Air Vice Marshal G. V. Walsh
Royal Canadian Air Force
2222 S Street, N. W.
Washington, D. C.

Dear Air Vice Marshal Walsh:

1. During the period 1 April to 30 April 1945 the USAAF Lend Lease Allocation Program will be reviewed and conferences held to determine requirements and a proposed allocation program to submit to the Combined Chiefs of Staff for aircraft from production under cognizance of USAAF for the period 1 July to 31 December 1945.

2. To facilitate this overall study with the view of balancing aircraft requirements against future production, it will be appreciated if you will complete the attached forms and return them to this office as soon as possible.

3. This is approximately the same information as requested in November 1944 projected twelve months except that in this study we asked that you state the "planned attrition rates and reserves" of the Royal Canadian Air Force.

4. For planning purposes, this office would appreciate knowing what effect the cessation of organized resistance in Europe will have on your planned requirements as computed above.

a. It would be appreciated if you would complete a similar set of requirement forms based on the above assumption and forward them to this office. For convenience in this study, 30 June 1945 can be used as the assumed date of cessation of organized resistance in Europe.

Sincerely yours,

Signed

1 Incl:
Forms (under separate cover)

BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces

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8 Jan. & 30 June 1954
By [illegible] NC; Date 10-7-76

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SEC OF AIR STAFF

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

AFAEP-40
WDSelmf/71178
wtng 28 Mar 45

5 APR 1945

Air Vice Marshal R. F. Willock
Royal Air Force Delegation
1626 - 16th Street, N. W.
Washington, D. C.

Dear Air Vice Marshal Willock:

1. During the period 1 April to 30 April 1945 the USAAF Lend Lease Allocation Program will be reviewed and conferences held to determine requirements and a proposed allocation program to submit to the Combined Chiefs of Staff for aircraft from production under cognizance of USAAF for the period 1 July to 31 December 1945.

2. To facilitate this overall study with the view of balancing aircraft requirements against future production, it will be appreciated if you will complete the attached forms and return them to this office as soon as possible, these computations to include Royal Navy requirements for USAAF type aircraft.

3. This is approximately the same information as requested in November 1944 projected twelve month except that in this study we need that you state the Air Ministry's "planned attrition rates and reserves".

4. For planning purposes, this office would appreciate knowing what effect the cessation of organized resistance in Europe will have on your planned requirements as computed above, such requirements to follow as closely as possible the planned redeployment of your forces now being studied by the Combined Administrative Committee.

5. It would be appreciated if you would complete a similar set of requirement forms based on the above assumption and forward them to this office. For convenience in this study, 30 June 1945 can be used as the assumed date of cessation of organized resistance in Europe.

DISPATCHED
5 APR 1945
AFSAS

Sincerely yours,

Signed

BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces

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6 Jun. & 26 June 1974
By [illegible] Date [illegible]

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SEC OF AIR STAFF
AFAEP-40
MGB:hmf/71178
wtn 29 Mar 45

References
Army Dept.
No. 0-10,007

5 APR 1945

Captain T. M. Loogstra
Netherlands Purchasing Commission
41 East 42nd Street
New York, New York

Dear Captain Loogstra:

1. Your letter of 30 March 1945 covering your aircraft requirements for the last half of 1945 has been received.

2. For the purpose of our review of Lend Lease aircraft programs in April, it is desired that your planning program be extended six months further than in your letter to cover the periods June-December 1945 and January-June 1946.

3. Attached is a slightly different type form for your use in presenting your requirements. It would be appreciated if your office will complete these forms and return them to this office as soon as possible.

4. For planning purposes, this office would appreciate knowing what effect the cessation of organized resistance in Europe will have on your planned requirements as computed above.

5. It would be appreciated if you would complete a similar set of requirement forms based on the above assumption and forward them to this office. For convenience in this study, 30 June 1945 can be used as the assumed date of cessation of organized resistance in Europe.

DISPATCHED
5 APR 1945
AFSAS

Sincerely yours,

Signed

BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces

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separate cover)

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NETHERLANDS PURCHASING COMMISSION
Representing the Government of the Kingdom of the Netherlands

New Address:
41 East 42nd Street
New York, N. Y.

10 Rockefeller Plaza — New York 20, N. Y.

In Reply Refer to: Army Dept. No. C-10,607
Enclosures: Three

March 20, 1945

International Section
Headquarters, A.A.F.
Room Number 5D-634
Pentagon Building
Washington, D. C.

Attention: Lt. Colonel W. W. Goodman

Subject: Request for Allocation of B-25, P-51, and C-47 Airplanes, Second Half Year 1945

Gentlemen:

With reference to earlier letters on this subject, we are submitting herewith to you three copies each of AAF form 4-6447, on which we have shown our requirements for the second half year 1945.

We understand that a revision of the allotment over the first half year 1945 might result in changes in the allocation of Planes for the second half year. We request that you inform us as soon as anything definite comes up pertaining to this matter.

We formerly sent copies of form AAF 406447 directly to the Munitions Assignments Committee (Air), attention Major J. S. Parker, Jr. Acting Secretary, but in this case we leave it up to you to distribute copies as necessary.

Very truly yours

NETHERLANDS PURCHASING COMMISSION

Captain T. H. Loegstra
Army Department

THL:mlr

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8 Jun 6-30 June 1974
By [illegible] NC, Date 10-7-74

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SIGNER'S COPY
AFSAS-AO
Wdh:bmf/71178
via 30 Mar 45

Reference
Army Supp.
No. 0-515,007

5 APR 1945

Captain D. H. Longstreet
Netherlands Purchasing Commission
41 East 42nd Street
New York, New York

Dear Captain Longstreet:

1. Your letter of 20 March 1945 covering your aircraft requirements for the last half of 1945 has been received.

2. For the purpose of our review of Land Lease aircraft programs in April, it is desired that your planning program be extended six months further than in your letter to cover the periods June-December 1945 and January-June 1946.

3. Attached is a slightly different type form for your use in presenting your requirements. It would be appreciated if your office will complete these forms and return them to this office as soon as possible.

4. For planning purposes, this office would appreciate knowing that effect the cessation of organized resistance in Europe will have on your planned requirements as computed above.

5. It would be appreciated if you would complete a similar set of requirement forms based on the above assumption and forward them to this office. For convenience in this study, 30 June 1945 can be used as the assumed date of cessation of organized resistance in Europe.

DISPATCHED
5 APR 1945
AFSAS

Sincerely yours,

Signed

BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces

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NETHERLANDS PURCHASING COMMISSION
Representing the Government of the Kingdom of the Netherlands

New Address:
41 East 42nd Street
New York, N. Y.

10 Rockefeller Plaza

New York 20, N. Y.

In Reply Refer to: Army Dept. No. C-10,007
Enclosures: Three

March 20, 1945

International Section
Headquarters, A.A.F.
Room Number 5D-834
Pentagon Building
Washington, D. C.

Attention: Lt. Colonel W. M. Goodman

Subject: Request for Allocation of B-25, P-51, and C-47 Airplanes, Second Half Year 1945

Gentlemen:

With reference to earlier letters on this subject, we are submitting herewith to you three copies each of AAF form 4-6447, on which we have shown our requirements for the second half year 1945.

We understand that a revision of the allotment over the first half year 1945 might result in changes in the allocation of Planes for the second half year. We request that you inform us as soon as anything definite comes up pertaining to this matter.

We formerly sent copies of form AAF 406447 directly to the Munitions Assignments Committee (Air), attention Major J. S. Parker, Jr. Acting Secretary, but in this case we leave it up to you to distribute copies as necessary.

Very truly yours

NETHERLANDS PURCHASING COMMISSION

Captain T. H. Leegstra
Army Department

THLsmlr

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By: [illegible] NC, Date 10-7-76

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SECURITY

Aircraft Requirements July - December 1943 for other than AAF Recipients

Chief of the Air Staff

29 March 1943

1

AC/AS Plans

CJR:fb: 74055

1. Attached are letters prepared to the following for use in setting up proposed allocation program for the period 1 July - 31 December 1943:

RAF (to include Royal Navy)
RCAF
RAAF
MEAF
MKI

2. Letters are being sent Brazil and Mexico through General Walsh.

3. SHAEF Mission, France, has been contacted for French Air Force requirements and the President's Soviet Protocol Committee contacted for USSR requirements.

1 Incl.
Ltrs. as above.

I. S. EATON,
Major General, U. S. A.,
Assistant Chief of Air Staff, Plans.

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8 Jan. & 30 June 1974
By [illegible] SC. Date 10-7-74

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AFABP-40
[illegible]/72172
wtm 30 Mar 45

(7)
SAS

APR 2 1945

Brigadier General Luis Alamillo Flores
Military Attache
Mexican Embassy
2829 16th Street, N. W.
Washington, D. C.

Dear General Flores:

1. During the period 1 April to 30 April 1945 the USAAF Lend Lease Allocation Program will be reviewed and conferences held to determine requirements and a proposed allocation program for aircraft from production under cognizance of USAAF for the period 1 July to 31 December 1945.

2. To facilitate this overall study with the view of balancing aircraft requirements against future production, it will be appreciated if you will complete the attached forms and return them to this office as soon as possible.

3. This is approximately the same information as requested in November 1944 projected twelve months except that in this study we asked that you state "planned attrition rates and reserves" for the Mexican Air Force.

4. For planning purposes, this office would appreciate knowing what effect the cessation of organized resistance in Europe will have on your planned requirements as computed above.

a. It would be appreciated if you would complete a similar set of requirement forms based on the above assumption and forward them to this office. For convenience in this study [illegible] 1945 can be used as the assumed date of cessation of [illegible] resistance in Europe.

RECEIVED
X 2 APR 1945
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/s/

B. L. BALER
Major General, U.S.A.
Special Assistant to the Commanding General
Army Air Forces

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E Jan. & 20 June 1974
By: GD NLC; Date 10-7-76

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Release of C-54 Aircraft for Civil Carriers

Secretary of Air Staff

AS/AS, Plans, Post-War Division

1

1. On 19 February 1945, State Department sent ASW/A a letter requesting the release of C-54 aircraft to civil carriers. One copy reached the Chief of Air Staff and, by pencilled note thereon, the requested comments of CG, ASC, (Incl 4 of Rdm with Subject: "Needs of Pan-American Airways Inc. for 4-Engined Land Plane, C-54 Type." which is inclosed herewith as Incl. A of the Rdm). By letter dated 22 Feb 45, the CG, ASC commented thereon and returned the copy of the State Department letter as Incl 4, adding two other inclosures, (Incl. 1,2, 3 & 4 of Incl A to this Rdm). This was forwarded by Secretary of Air Staff to AS/AS, OCAR for comment and recommendation by Rdm dated 1 Mar 45 (Incl A). Comment No. 2 carried from AS/AS OCAR to AS/AS, Plans, accompanied by back slip, (Incl B) and Comment No. 3 to AS/AS, Rdm, Traffic Division, Air Transportation Branch, with two additional inclosures 5 and 6. Comment No. 4 to Chief of Air Staff carried it to the Secretary of Air Staff and it was delivered to General Timberlake on 15 Mar 45, with back slip (Incl C).

2. Concurrently, the ASW/A forwarded another copy of the State Department letter of 19 Feb 45 and also copy of letter dated 21 Feb 45 from Civil Aeronautics Board to Chief of Air Staff with a memorandum requesting conclusions of the Air Staff and Air Transport Command. (Incl 5 to Incl A). This was forwarded to this Division by the Executive of the Chief of Air Staff by back slip dated 24 Feb 45, requesting action and reply through General Kuter. (Incl D). In this Division it was consolidated with the file from CG,ATC, based on the first copy of State Department that reached the Chief of Air Staff, by incorporating it and draft reply thereto as Incl. 5 and 6 to Rdm, Incl A hereto. All the papers to that time, (Incl A,B, C, &D) were delivered to General Timberlake on 15 Mar 45.

3. General Timberlake orally discussed the matter with ASW/A on 16 Mar 45 and on that day delivered all the papers to Colonel Rhoen of this Division with the request that the draft answers to State Department and Civil Aeronautics Board be withdrawn. On 17 Mar 45, as a result of further discussion with ASW/A, General Timberlake telephoned Colonel Rhoen to hold the matter up until a further memorandum came from the ASW/A. In the meantime, this Division prepared an interim memorandum on the subject which was forwarded to Secretary of Air Staff by Rdm (Incl E) and signed by General Timberlake and forwarded to the ASW/A on 20 Mar 45. (Incl F).

4. The expected further memorandum from ASW/A was dated 24 Feb 45 (Incl G) and reply was forwarded to Secretary of Air Staff on 30 Mar 45. (Copy thereof is Incl H). Presumably it has gone to ASW/A. That reply (Incl H) made the prior proposed reply of 15 Mar 45 (Incl 6 of Incl A) obsolete and also made the Rdm (Incl A) obsolete but the inclosures to that Rdm (Incl A), and to some extent the Rdm itself, form an essential part of the background to the final reply to ASW/A

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DOD Dir. 5200.9 Sec. 4 & 20 June 1974
By [illegible] NARS, Date 12-7-76

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Release of C-54 Aircraft for Civil Carriers

2 cont'd.
VDB/tt/72869

(Incl H) and all the papers should be filed together. As a result of AAF putting one Subject title on its copy of the basic correspondence and a different title being put on the other basic correspondence, before they came together, the ASW (Incl A) and the final reply to the ASW/A (Incl H) they may get separated in the AAF central files. Accordingly, originals or copies of all the papers in both files are here assembled.

3. It is requested that appropriate disposition be made of the inclosures.

8 Incls
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R. C. MOFFAT
Colonel, GSC
Chief, Post-War Division
AC/AS, Plans

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2

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DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1954
By ltr. C.A.A.C. Date 10-7-74

CLASSIFIED
CONFIDENTIAL

Stock of Building Equipment for A-26C Airplanes, AAF Board Project No. 3[illegible]

Asst C/AS, M&S

MAR 12 1945

Asst C/AS, OCE

Maj [illegible]/ds/3925

1. This office approves the recommendations of the Army Air Forces Board, subject attached report, above subject, with the following comments and exceptions:

a. It is requested that the following action be initiated on items listed under paragraph 4, recommendations:

(1) Approve paragraph a - It is requested that the necessary action be initiated to correct the condition, and the using services be advised of this condition.

(2) Reference paragraph b - no action requested.

(3) Reference paragraph c - no action requested.

(4) Reference paragraph d - No action requested.

(5) Reference paragraph e - no action requested. Research board is to investigate a separate electrical cable reference system for windshield alcohol. This electrical cable system is presently being investigated.

(6) Approve paragraph f - request necessary action.

(7) Approve paragraph g - request necessary action.

(8) Approve paragraph h - request necessary action.

(9) Approve paragraph i - request this using services be advised of this condition.

2. No action was requested of paragraphs b, c, and d. This office has directed the AAF Board to investigate and determine the bombing control equipment for the pilot and bombardier in the A-26 type aircraft. This project was initiated in an effort to clean up the A-26 complete, and no action is requested on the above paragraphs pending receipt of this information from the AAF Board.

[illegible]

Gen Limberlake SAS 452.1 (1639)

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DECLASSIFIED
DOD Dir. 5 Nov. & 20 June 1974
By C. [illegible] NSC Date 10-7-76

*CONFIDENTIAL

Test of Bombing Equipment in A-26C Airplane, AAF Board Project No. 3047(AS)-26

Asst C/AS, AAF

MAR 12 1945

Asst C/AS, OPD

Maj Nelson/mlg/3562

1. This project is assigned a 2C priority and this office requests to be advised of the action taken.

1 Incl.
C/A w/d

DONALD WILSON
Brigadier General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

Prior 2C

RECEIVED MAR 13 1945 AAF

*CONFIDENTIAL

File
3/16/45

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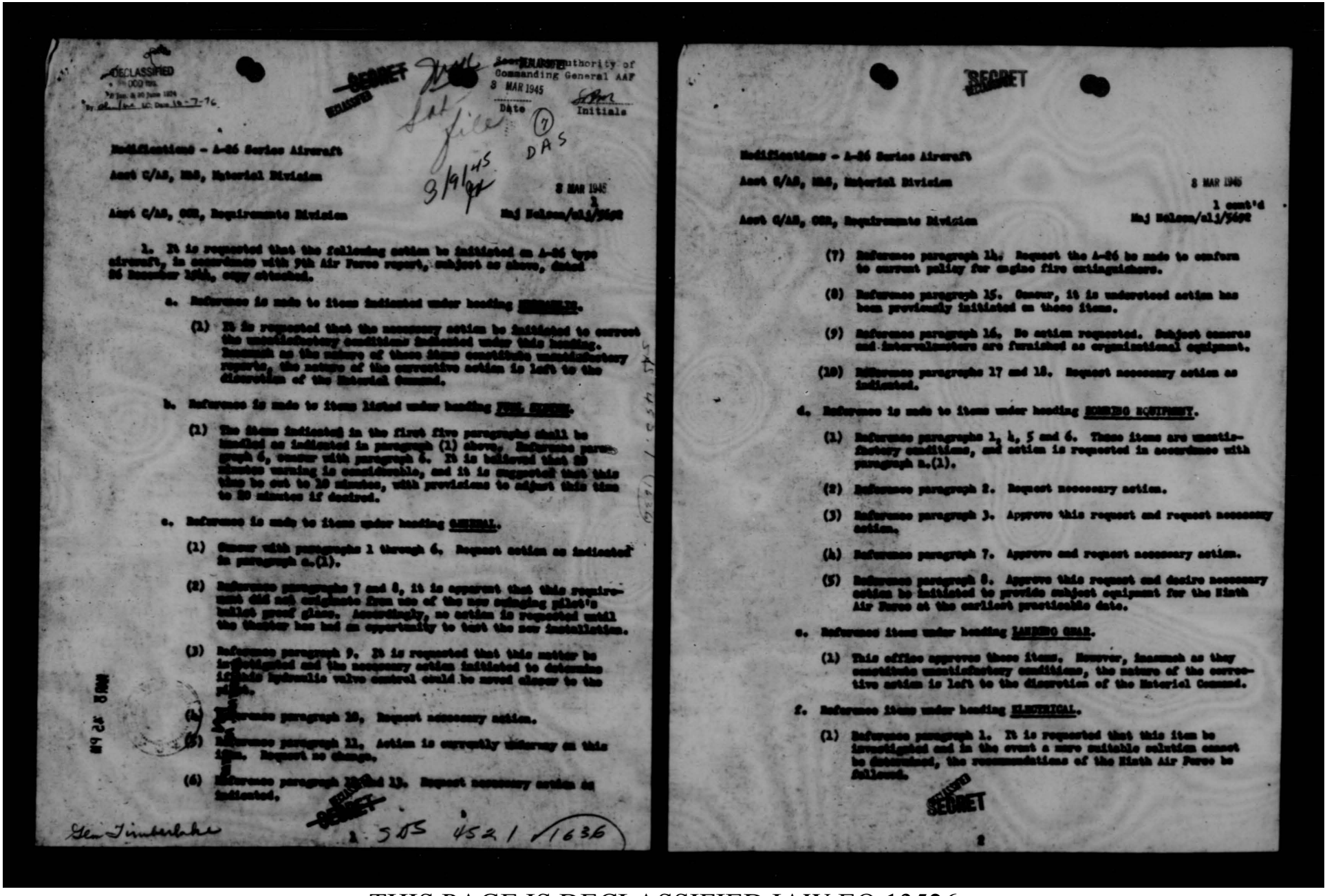

DECLASSIFIED
E.O. 12958
By [illegible] NLC Date 10-7-76

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Authority of
Commanding General AAF
8 MAR 1945
Date
Initials

Modifications - A-26 Series Aircraft

Asst C/AS, MAS, Material Division

8 MAR 1945

Asst C/AS, OPR, Requirements Division

Maj Nelson/cl1/5692

1. It is requested that the following action be initiated on A-26 type aircraft, in accordance with 9th Air Force report, subject as above, dated 26 December 1944, copy attached.

a. Reference is made to items indicated under heading [illegible].

(1) It is requested that the necessary action be initiated to correct the unsatisfactory conditions indicated under this heading. Inasmuch as the nature of these items constitutes unsatisfactory reports, the nature of the corrective action is left to the discretion of the Material Command.

b. Reference is made to items listed under heading [illegible].

(1) The items indicated in the first five paragraphs shall be handled as indicated in paragraph (1) above. Reference paragraph 6, counter with paragraph 6. It is believed that 20 minutes warning is considerable, and it is suggested that this time be cut to 10 minutes, with provisions to adjust this time to 20 minutes if desired.

c. Reference is made to items under heading GENERAL.

(1) Concur with paragraphs 1 through 6. Request action as indicated in paragraph a.(1).

(2) Reference paragraphs 7 and 8, it is apparent that this requirement did not originate from two of the new combined pilot's bullet proof glass. Accordingly, no action is requested until the theater has had an opportunity to test the new installation.

(3) Reference paragraph 9. It is requested that this matter be investigated and the necessary action initiated to determine if this hydraulic valve control could be moved closer to the pilot.

(4) Reference paragraph 10. Request necessary action.

(5) Reference paragraph 11. Action is currently underway on this item. Request no change.

(6) Reference paragraph 12 and 13. Request necessary action as indicated.

Gen Timberlake

SECRET

1 505 452 / 1636

SECRET

Modifications - A-26 Series Aircraft

Asst C/AS, MAS, Material Division

8 MAR 1945

1 cont'd

Asst C/AS, OPR, Requirements Division

Maj Nelson/cl1/5692

(7) Reference paragraph 14. Request the A-26 be made to conform to current policy for engine fire extinguishers.

(8) Reference paragraph 15. Concur, it is understood action has been previously initiated on these items.

(9) Reference paragraph 16. No action requested. Subject cameras and intervalometers are furnished as organizational equipment.

(10) Reference paragraphs 17 and 18. Request necessary action as indicated.

d. Reference is made to items under heading [illegible].

(1) Reference paragraphs 1, 4, 5 and 6. These items are unsatisfactory conditions, and action is requested in accordance with paragraph a.(1).

(2) Reference paragraph 2. Request necessary action.

(3) Reference paragraph 3. Approve this request and request necessary action.

(4) Reference paragraph 7. Approve and request necessary action.

(5) Reference paragraph 8. Approve this request and desire necessary action be initiated to provide subject equipment for the Ninth Air Force at the earliest practicable date.

e. Reference items under heading LANDING GEAR.

(1) This office approves these items. However, inasmuch as they constitute unsatisfactory conditions, the nature of the corrective action is left to the discretion of the Material Command.

f. Reference items under heading ELECTRICAL.

(1) Reference paragraph 1. It is requested that this item be investigated and in the event a more suitable solution cannot be determined, the recommendations of the Ninth Air Force be followed.

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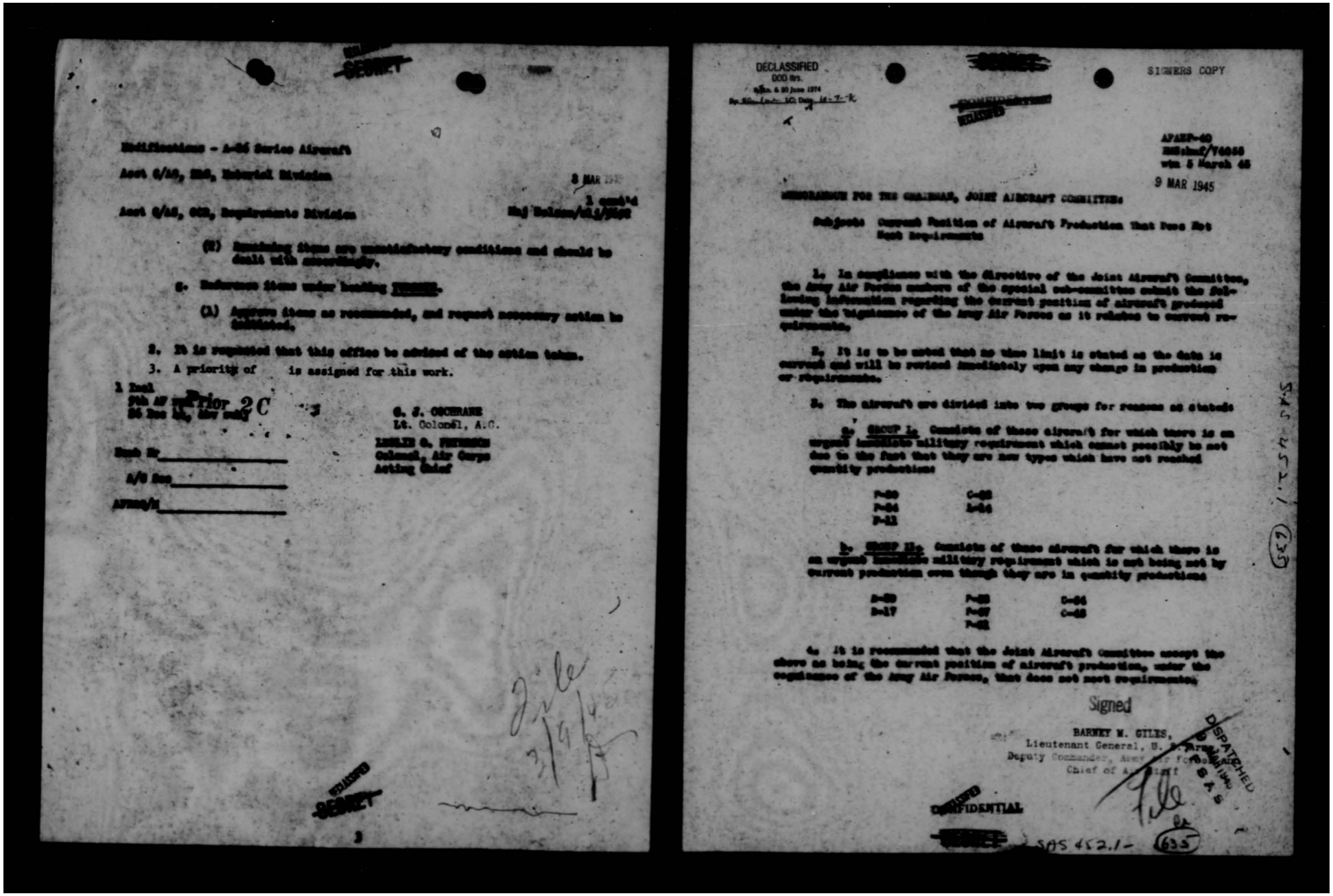

Modifications - A-26 Series Aircraft

Asst C/AS, SOS, Materiel Division

8 MAR 19

1 cmte'd

Asst C/AS, OCS, Requirements Division

Maj Holmes/ml/3692

(2) Remaining items are unsatisfactory conditions and should be dealt with accordingly.

2. Reference items under heading RESULT.

(1) Approve items as recommended, and request necessary action be initiated.

2. It is requested that this office be advised of the action taken.

3. A priority of is assigned for this work.

1 Incl
5th AF ltr prior 2C
26 Feb 45, 1st ind

G. J. OCHRANE
Lt. Colonel, A.C.

LESLIE G. PETERSON
Colonel, Air Corps
Acting Chief

Rmds Nr_____

A/S No_____

AFMSO/1_____

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DOD Dir. 5200.9
Effective 30 June 1974
By SCAF (ltr) 10 Date 14-7-76

SECRET

SIGNERS COPY

AFAEP-40
RMSchaf/74055
wtn 5 March 45

9 MAR 1945

MEMORANDUM FOR THE CHAIRMAN, JOINT AIRCRAFT COMMITTEE:

Subject: Current Position of Aircraft Production That Does Not Meet Requirements

1. In compliance with the directive of the Joint Aircraft Committee, the Army Air Forces members of the special sub-committee submit the following information regarding the current position of aircraft produced under the cognizance of the Army Air Forces as it relates to current requirements.

2. It is to be noted that no time limit is stated as the data is current and will be revised immediately upon any change in production or requirements.

3. The aircraft are divided into two groups for reasons as stated:

a. GROUP Ia. Consists of those aircraft for which there is an urgent immediate military requirement which cannot possibly be met due to the fact that they are new types which have not reached quantity production:

P-80	C-82
P-84	A-26
P-11	

b. GROUP Ib. Consists of those aircraft for which there is an urgent immediate military requirement which is not being met by current production even though they are in quantity production:

B-29	P-38	C-54
B-17	P-47	C-46
	P-61	

4. It is recommended that the Joint Aircraft Committee accept the above as being the current position of aircraft production, under the cognizance of the Army Air Forces, that does not meet requirements.

Signed

BARNEY M. GILES,
Lieutenant General, U. S. Army
Deputy Commander, Army Air Forces
Chief of Air Staff

DISPATCHED
BY AUTHORITY OF
CG AAF

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SAS 452.1 (635)

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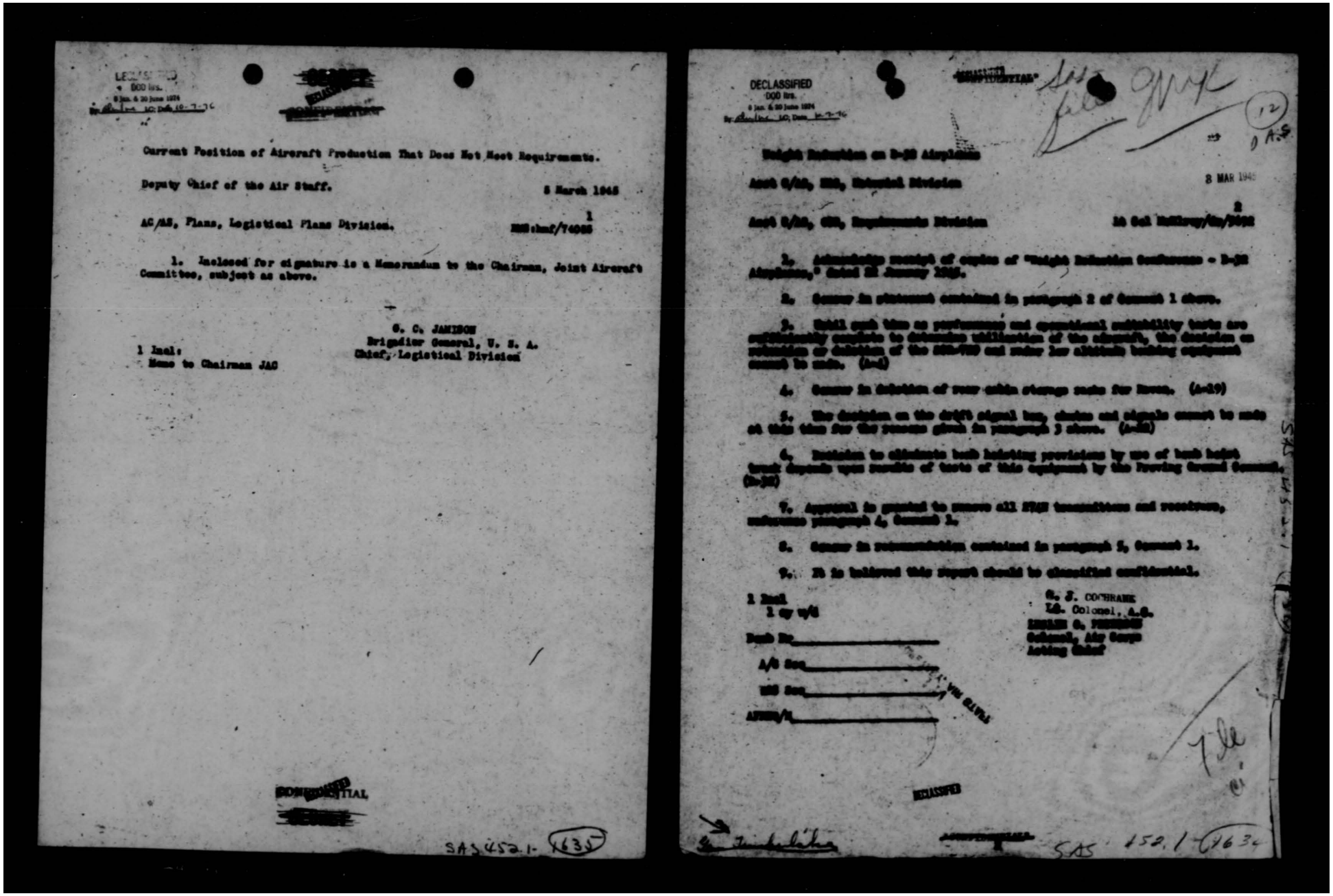

Current Position of Aircraft Production That Does Not Meet Requirements.

Deputy Chief of the Air Staff. 8 March 1945

AC/AS, Plans, Logistical Plans Division. 1 RMS:hmf/74085

1. Inclosed for signature is a Memorandum to the Chairman, Joint Aircraft Committee, subject as above.

G. C. JAMISON
Brigadier General, U. S. A.
Chief, Logistical Division

1 Incl:
Memo to Chairman JAC

SAS 452.1-1634

DECLASSIFIED
DOD Dirs.
8 Jan. & 30 June 1974

Weight Reduction on B-29 Airplanes

Asst C/AS, MRD, Material Division

8 MAR 1945

Asst C/AS, OPD, Requirements Division 2 In Ord Military/Em/9492

2. Acknowledge receipt of copies of "Weight Reduction Conference - B-29 Airplanes," dated 22 January 1945.

3. Concur in statement contained in paragraph 2 of Comment 1 above.

4. Until such time as performance and operational suitability tests are sufficiently complete to determine utilization of the aircraft, the decision on retention or deletion of the ASB-29B and radar low altitude bombing equipment cannot be made. (A-4)

5. Concur in deletion of rear cabin storage racks for Bombs. (A-19)

6. The decision on the drift signal box, chaffe and signals cannot be made at this time for the reasons given in paragraph 3 above. (A-22)

7. Decision to eliminate both heating provisions by use of both heated bombs depends upon results of tests of this equipment by the Proving Ground Command. (A-32)

8. Approval is granted to remove all VHF transmitters and receivers, reference paragraph 4, Comment 1.

9. Concur in recommendation contained in paragraph 5, Comment 1.

10. It is believed this report should be classified confidential.

1 Incl
1 cy w/d

G. J. COCHRAN
Lt. Colonel, A.C.
[illegible]
Colonel, Air Corps
Acting Chief

Dest No_____
A/S Ser_____
MRD Ser_____
AFMSO/L_____

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SAS 452.1-1634

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DOD ltr
6 Jan. & 20 June 1974
By [illegible] NC; Date 11-1-76

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BY AUTHORITY OF THE
CHIEF OF [illegible] FORCES
AFAAC-10
RMS case
72127
Date: 6 Mar 45

8 MAR 1945

SUBJECT: Request for Allocation of SNJ (AT-6) Aircraft to the U. S. Navy

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

1. In reply to your request for five hundred and eighty (580) SNJ (AT-6) type aircraft, we can make this number available to the U. S. Navy during the remainder of 1945.

2. Your request for delivery at the rate of fifty-eight (58) per month will be met as closely as is practicable.

3. The Army Air Forces will support your request when submitted to the Joint Allocations (Air) for formal assignment.

For the Commanding General, Army Air Forces:

Signed

[illegible] G. [illegible],
Brigadier General, U. S. A.,
Deputy Chief of the Air Staff.

DISPATCHED
8 MAR 1945
AFSAS

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COPY TO: SEC/Air Staff

SAS V52, [illegible]

DECLASSIFIED
DOD ltrs
6 Jan. & 20 June 1974
By [illegible] NC; Date 10-7-76

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COPY

Op-31-01-OOZ/sml
(SC)AA-1/3A
Serial: 0016131

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

3 Mar 1945

From: Chief of Naval Operations.
To: Commanding General, U. S. Army Air Forces.

SUBJECT: Request for Allocation of SNJ (AT-6) Aircraft to the U. S. Navy

1. The U. S. Navy has increased requirements for SNJ (AT-6) type training aircraft during the remainder of the calendar year of 1945. This new requirement has been made necessary by the recently approved training program which has been revised upward over the one previously in effect. A total of five hundred and eighty (580) SNJ (AT-6) type aircraft are required to activate the presently approved training program.

2. It is requested that the U. S. Navy be allotted a total of five hundred and eighty (580) SNJ (AT-6) aircraft during the remainder of 1945. If practicable, it is desired that the subject aircraft be assigned at the rate of fifty-eight (58) per month during the remainder of this year.

3. Subject to your confirmation, a case will be submitted to Joint Allocation (Air) for formal assignment of subject aircraft to the U. S. Navy.

(S)
D. V. GALLERY
By Direction

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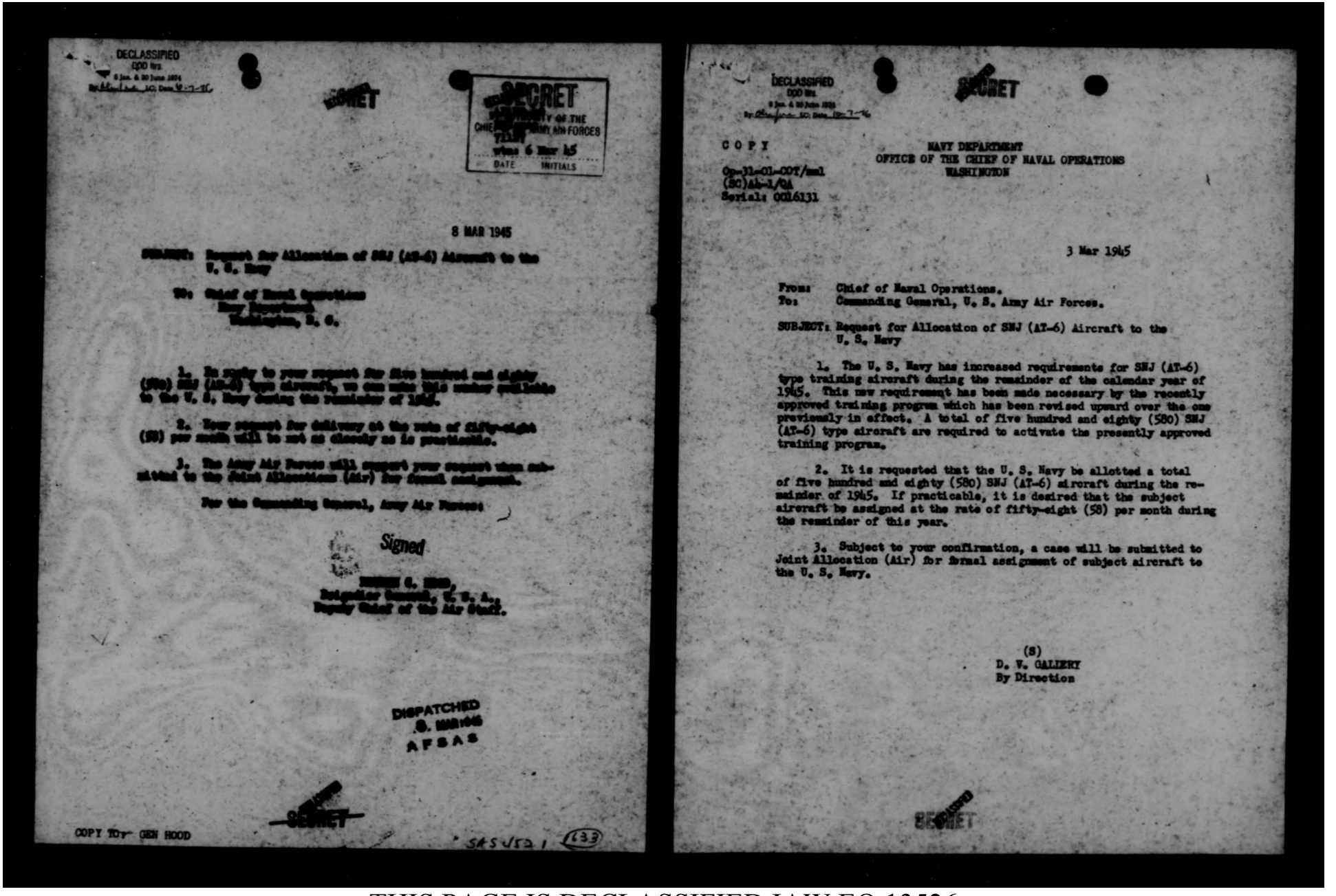

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DOD Dir.
8 Jan. & 30 June 1954
By [illegible] JCS Date 12-7-76

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SECRET
COPY OF THE
CHIEF OF THE ARMY AIR FORCES
TIME
Wins 6 Mar 45
DATE INITIALS

8 MAR 1945

SUBJECT: Request for Allocation of SNJ (AT-6) Aircraft to the U. S. Navy

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

1. In reply to your request for five hundred and eighty (580) SNJ (AT-6) type aircraft, we can make this number available to the U. S. Navy during the remainder of 1945.

2. Your request for delivery at the rate of fifty-eight (58) per month will be met as closely as is practicable.

3. The Army Air Forces will support your request when submitted to the Joint Allocations (Air) for formal assignment.

For the Commanding General, Army Air Forces:

Signed

[illegible],
Brigadier General, U. S. A.,
Deputy Chief of the Air Staff.

DISPATCHED
8 MAR 1945
AFSAS

SECRET

COPY TO: GEN HOOD

SAS/52/1 (433)

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1954
By [illegible] JCS Date 12-7-76

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COPY

Op-31-01-COT/sml
(SC)A4-3/QA
Serial: 0016131

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

3 Mar 1945

From: Chief of Naval Operations.
To: Commanding General, U. S. Army Air Forces.

SUBJECT: Request for Allocation of SNJ (AT-6) Aircraft to the U. S. Navy

1. The U. S. Navy has increased requirements for SNJ (AT-6) type training aircraft during the remainder of the calendar year of 1945. This new requirement has been made necessary by the recently approved training program which has been revised upward over the one previously in effect. A total of five hundred and eighty (580) SNJ (AT-6) type aircraft are required to activate the presently approved training program.

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3. Subject to your confirmation, a case will be submitted to Joint Allocation (Air) for formal assignment of subject aircraft to the U. S. Navy.

(S)
D. W. GALLERY
By Direction

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DOD Dir. 5 200.9 June 1974
By [illegible] NSC, Date [illegible]

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

Request for Allocation of SB/ (AD-6) Aircraft to the U. S. Navy

Chief of the Air Staff

6 March 1945

AS/AS Plans

Memo 71655 1

Attached draft of letter to Chief of Naval Operations on the above subject has been prepared for signature of Gen. Reed.

L. S. KUTER,
Major General, U. S. A.,
Assistant Chief of the Air Staff, Plans.

Incls -
draft ltr
Orig ltr from C/NO
dtd 3 Mar 45

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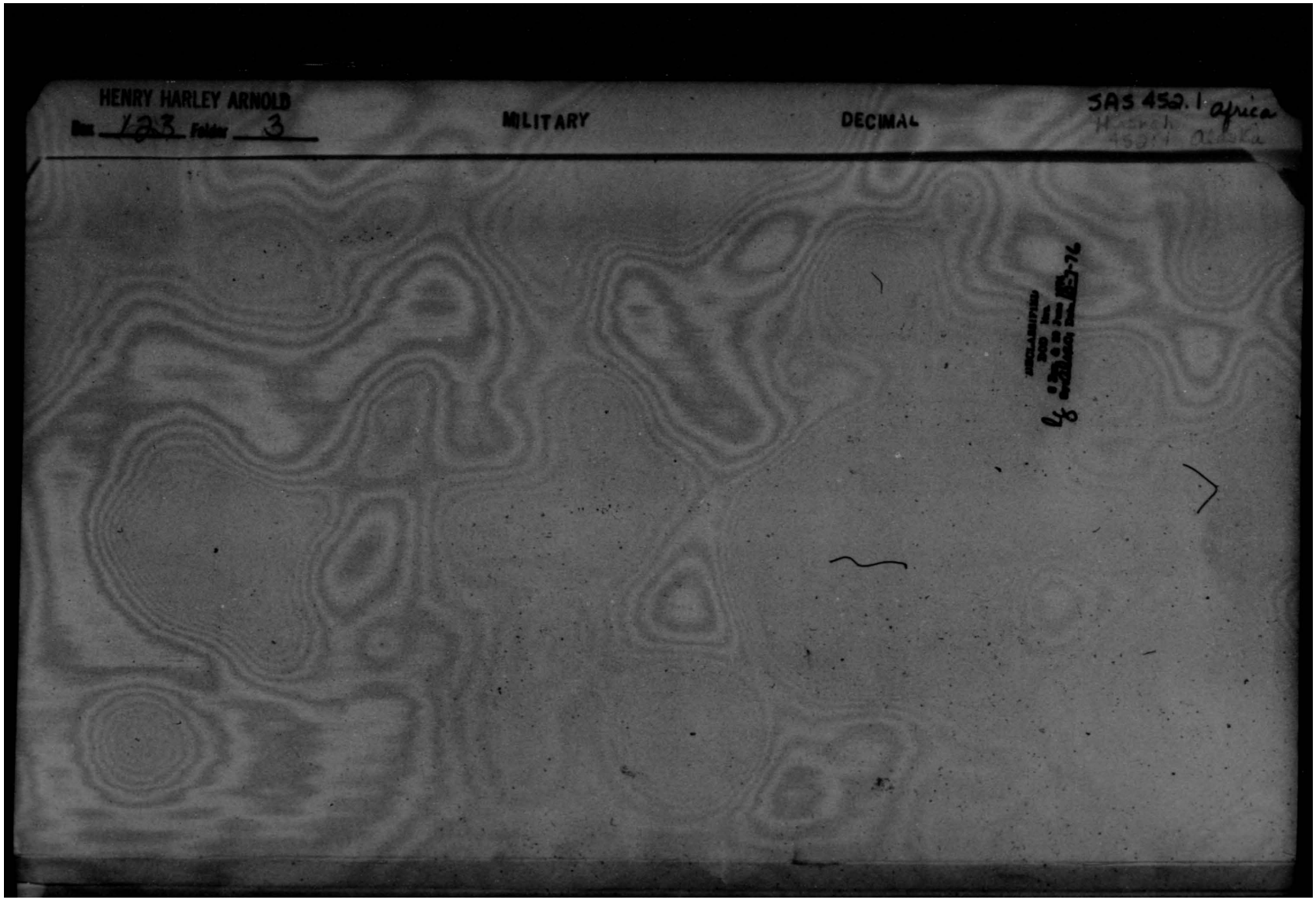

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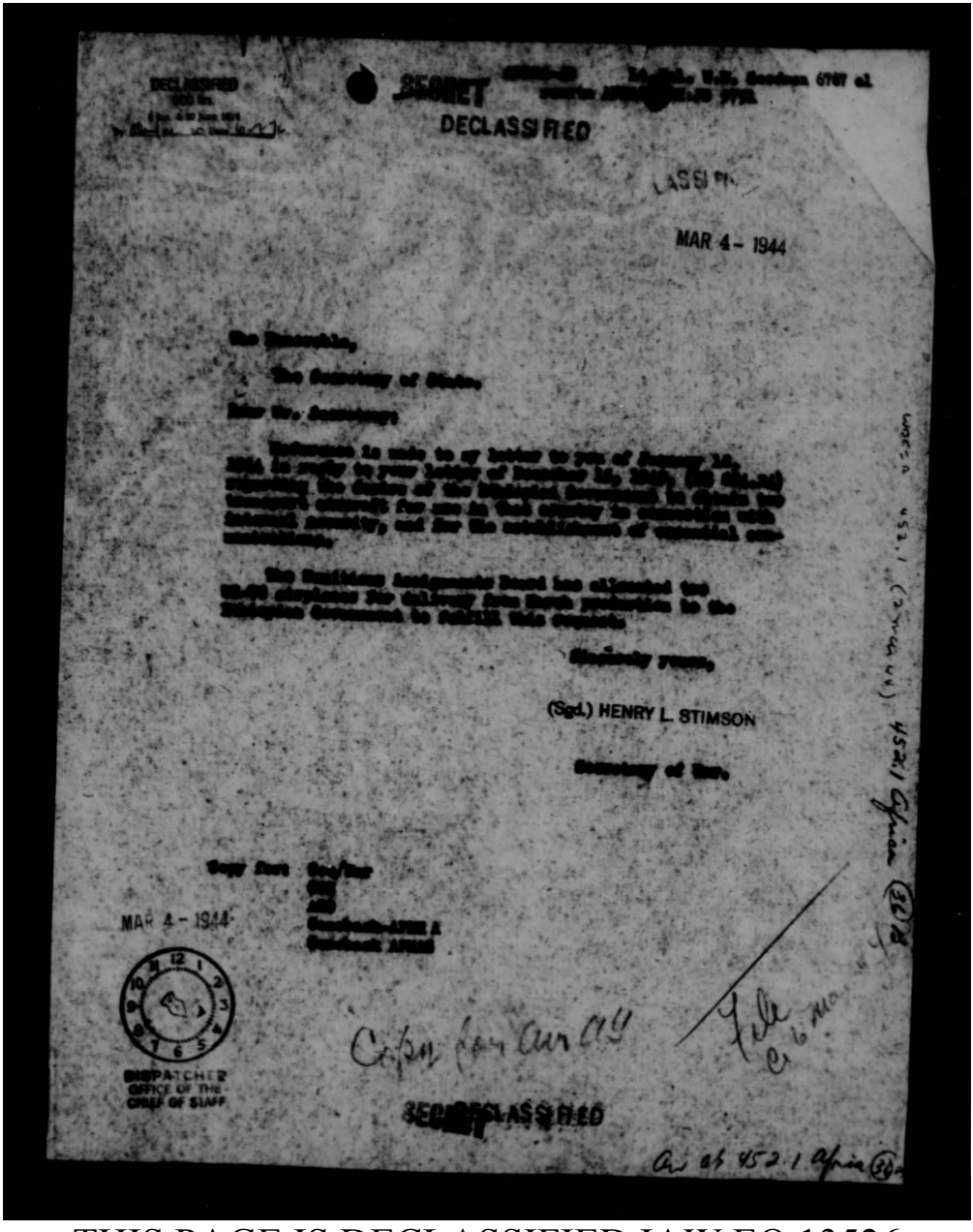

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MAR 4 - 1944

(Sgd.) HENRY L. STIMSON

MAR 4 - 1944

DISPATCHER
OFFICE OF THE
CHIEF OF STAFF

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DOD Dirs.
9 Jan. & 30 June 1954
By [illegible] NC, Date 8-27-76

Transport for General Spaats

AC/AS, MRAD 18 Dec 43

Deputy Chief of Air Staff 1

WRK/eve/72h87

1. It is directed that your office submit a weekly progress report on the B-17 airplane, No. 41-6036, being modified for General Spaats.

2. It is expected that this report will be in this office on Saturday of each week until the modification has been completed.

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

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19 DEC 1944
AAG

AAG 452.1 Gen (34)

File cc 12/20/43

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Auth: 452.1 Gen (34)

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DOD Dirs.
6 Jan. & 30 June 1974
By [illegible] LC, Date 8-1-74

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AFAEP - LP
WAR/Book/71172
Wha 8-17-43

18 SEP 1943

Lieut. General Carl Spaatz
Headquarters North African Air Forces
Office of the Commanding General
APO 650

Dear Tooey:

I have gone over your basic outline plan for the flow of strength, transition of units, training of air crews, and flow of replacements. In general, the plan is feasible and I am prepared to recommend to the CCS that it be approved.

With reference to the airplane allocations, the CCS have already approved the tentative allocations for the first half of 1944 which in general will be about one half of the 1943 year's requirements in the Mediterranean theater. I can recommend the following to the CCS that will supplement our tentative commitments for the first half of 1944:

a. Increase the first 6 months commitment of P-38's to 50. This will be a tentative allocation and I would prefer to make a commitment for a minimum of 50 or the replacement of actual losses, whichever is smaller.

b. Increase the allocation of A-20's to 50 in the first 6 months of 1944 which will complete the commitment for this type.

c. Allocate 25 Mark Gardners.

d. If necessary allocate 25 B-25's to the Commanding General, 12th Air Force for the Fourth Air Force to replace units turned over by Eisenhower. In your formal request bring out the fact that you either do or do not require an allocation over and above those Eisenhower has received or airplanes for the 12th Air Force.

e. I am not in a position to recommend an allocation of B-17's to AAF Fronts in 1944 or in the first half of 1944. Any B-17's that the French get will have to come out of the 12th Air Forces allocation of airplanes. I can recommend an allocation for photo reconnaissance of an equivalent number of A-20's in lieu of B-17's if you want them, i.e., 6 in 1943 and 25 in 1944.

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Copy for Gen. Arnold
AS 452.1 Africa (S2)

A-2233

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f. Allocate B-29's for the one B-29 flight for photo reconnaissance, i.e. 7 in 1943 and 9 in 1944.

All the equipment for the combat and complementary service groups set forth in your schedule was to shipped and we will include it in the Army Supply Program as part of the Air Forces program.

The procurement of the signal equipment that you have requested will impose a strain on our communications production facilities but as the quantities are small, I believe that we can meet the total requirement although delivery may not be quite on the schedule that you request. Your request, for the Air Defense and Communications units, is formally forwarded through Eisenhower since the relationship of these units to the 10th Air Support Command.

Our training establishment is being pushed to the limit and every Frenchman we train means just one less for the AAF so that your training program, for personnel to be trained in the U. S., should be kept to a minimum.

As far as maintaining French Units is concerned a general policy of placing the responsibilities for the supply of spare parts, spare engines, etc., on the U. S. AAF Service Command has been adopted and I am inclosing a copy of the A. G. letter which sets up this plan.

If you can get the French request modified to the extent noted in subparagraph c of paragraph 2 above and have the Joint Air Commission formally submit it through Eisenhower to the CCS, I am prepared to give it my backing.

With my very best regards,

Sincerely,

Sgd. H. H. Arnold

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

Inclos:
Proposed French Air Rearmament Program
dtd 8-20-43.
AG Ltr (8y) AG 452 (9 Jun 43) OB-S-B-M
dtd 8-20-43.

Dispatched
18 SEP 1943
AAG

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Air Abroad - Africa (32

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DOD INTS
E.O. 12958, Sec. 3.6
By [illegible] NLE, Date 10-7-96

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Pilots and Air Crews for the French

General Eaker

General Arnold

9/8/43

1.

When we get all the data mentioned herein, set up the number of airplanes that the French are to get and submit to me.

H. H. A.

Incl: Ltr to Gen. Arnold frm Gen. Spaatz, 8/26/43 /s/
Chart on French Demands /s/
Proposed French Air Rearmament Program, 8/26/43

Rec'd. M Hockaday
9-10-43

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DOD INTS
E.O. 12958, Sec. 3.6
By [illegible] NLE, Date 10-7-96

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DECLASSIFIED

HEADQUARTERS NORTHWEST AFRICAN AIR FORCES
Office of the Commanding General
APO 650

26 August 1943

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

Dear Hap:

I have just sent off a couple of cables on the subject of pilots and air crews for the French and on the immediate equipment of a French squadron of B-26's. Your letter of August 10 on the same subject was received a few days ago.

Tedder and I have set up a Joint Air Commission to deal with French air rearmament questions here. Saville is Chairman and represents our interests, and the Air Ministry has sent out a Group Captain to look out for their interests. This Commission acts as an agency of the Mediterranean Air Command, and has been working for a couple of weeks trying to reconcile the several conflicting interests - French, British, and American, as well as the desire to fight vs. the desire to build and maintain a fighting force.

As a result, we have prepared a basic outline plan for the flow of aircraft, formation of units, training of air crews, and flow of equipment. This plan is in the nature of a detailed proposal for your approval. It has been agreed to by the French here and concurred in by Tedder who is trying to get the Air Ministry to carry out their part of the program. He hasn't heard from the Air Ministry yet, but tells me he thinks there is a good chance of getting them to agree to it.

The man-power situation here for the French Air Force is quite critical. I don't see how they can take more medium or fighter-bomber units than is shown in the program. When man-power in France becomes available, the picture will of course change radically.

Pending your approval of the outline plan, I am going ahead where I can, but I am not able to go very fast, so hope you will be able to give me your OK as soon as possible. If you accept the plan, I will have the Joint Air Commission submit it formally through Eisenhower.

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One of the main points for consideration is the inadequacy of P-39 allocations to meet attrition of their P-39 group through 1944. Only 90 are allotted now, and it will take 90 more or 90 P-63's to keep them going. Another is the provision of enough P-5's or other types to complete the French Photo Reconnaissance Squadron. Bouscat is apparently most anxious to have this unit completed. We must know where we stand with respect to aircraft or we cannot arrive at any definite program with the French.

If you approve the outline plan, I consider it vital that the French units be included in our latest revision of the "273 Group Program." Unless this is done, I foresee great confusion and difficulty in replacements, spares and other equipment and supplies necessary to sustain their units. They should be sustained on the same basis as our own units.

I am having the Commission make a detailed study of fourth echelon maintenance requirements, and will send you the information on that when I get their report. A quick survey indicates that the French will not require any complete TR/A equipment for Air Depot and similar units, but will require a number of special tools, spares, etc., which are peculiar to our equipment. As I said in the cable, they can take care of themselves pretty well in North Africa with their fixed depots, and we will just have to take their fourth echelon maintenance outside North Africa as an overload on our units until we get to France. If we start to bog down, we can ship items back to North Africa for repair in their fixed shops. In any case, the bill will be kept as small as practicable, as I know much of that material is still pretty critical in the United States.

My very best regards.

Sincerely

CARL SPAATZ
Lieutenant General, USA
Commanding

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By dlm (NARA) LC, Date 11-7-74

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P-39's in North Africa

Copy for Gen. Arnold

Air Ag 1942 / Africa (30)

To: Deputy Chief of the Air Staff

Date: 9 July 42

From: Asst C/AS, Operations, Commitments & Requirements

Comment No. 2
Col Griswold/dj 72459

Request contained in comment No. 1 complied with.

2 Incls.
1 Each attch:
Memo to Mr. Lovett for
Gen. Arnold's signature

DANIEL H. GILLS
Major General, United States Army

Air Reference Branch
Requirements Div.

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file in July 42

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DOD Dirs.
4 Jun & 20 June 1974
OSD/ISP LC; Date 10-7-76

SECRET DECLASSIFIED 14 JUL 1943

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR:

Subject: P-39's in North Africa

1. The deficiencies of the P-39 type airplane indicated in your conversation have been known for some time, and necessary action has been taken and is continuing to be taken to eliminate or minimize the majority of these undesirable characteristics.

2. Reference your specific observations and recommendations, the following comments are offered:

a. a) d) These are grouped together since they refer to the same undesirable feature. A relatively high wing loading accounts for the majority of this trouble, but a contributing factor in the improper adjustment of the servo tabs on the control surfaces. Reduction of wing loading can only be accomplished by extensive removal of weight from the airplane or by increasing the wing area. Either of these actions is considered feasible considering the relatively small number of airplanes remaining on P-39 contracts. Instructions relative proper adjustment of control tabs are in the hands of using units, and full field representatives have been instructed to make certain that units understand the correct procedure to be followed.

b. b) c) The built-in fuel capacity of eighty-six gallons is the direct result of recommendations from the Australian War Cabinet which, made at the time when a fast climbing interceptor type airplane was of paramount importance due to the defensive nature of the operations. Since operations have assumed an offensive character, instructions were issued on May 7, 1943, to the Assistant Chief of Air Staff, Materiel, Maintenance and Distribution, to increase the fuel capacity of the P-39 to its original internal tankage of 120 gallons. On July 8 further instructions were issued requesting the procurement and test of a Lockheed, non-droppable external fuselage type tank of approximately seventy-five gallon capacity.

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c. The following action has been taken relative your suggestions:

(1) Mr. Kelly, an expert and enthusiastic P-39 pilot, has been made available by Bell Aircraft and departed for North African about July 6. Mr. Graham, an outstanding P-39 mechanic, accompanied him.

(2) The Assistant Chief of Air Staff, Material, Maintenance and Distribution, has been instructed to conduct an extensive study of the P-63 airplane to determine whether it exhibits any of the undesirable characteristics of the P-39. If any are detected, action will be taken to eliminate the basic cause before production begins.

For the Commanding General, Army Air Forces.

Signed

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

Dispatched
11 JUL 1943
AAG

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Am Ob 452.1 (30)

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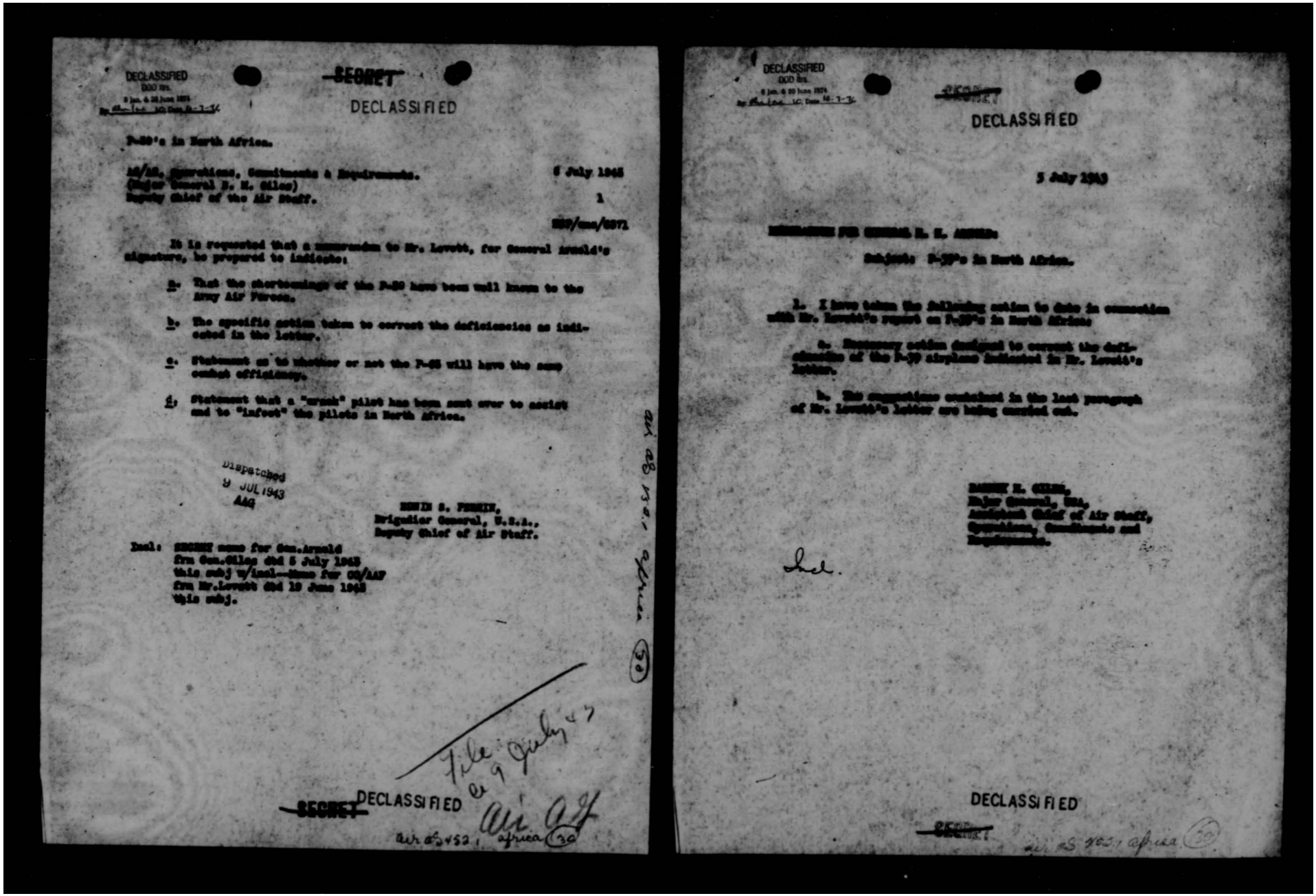

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By [illegible] NLC Date 10-1-96

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P-39's in North Africa.

AC/AS, Operations, Commitments & Requirements. 5 July 1943
(Major General E. M. Giles)
Deputy Chief of the Air Staff. 1

WDP/mm/6371

It is requested that a memorandum to Mr. Lovett, for General Arnold's signature, be prepared to indicate:

a. That the shortcomings of the P-39 have been well known to the Army Air Forces.

b. The specific action taken to correct the deficiencies as indicated in the letter.

c. Statement as to whether or not the P-63 will have the same combat efficiency.

d. Statement that a "crank" pilot has been sent over to assist and to "infest" the pilots in North Africa.

Dispatched
9 JUL 1943
AAG

HOYT S. VANDENBERG,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incl: SECRET memo for Gen.Arnold
frm Gen.Giles dtd 5 July 1943
this subj w/incl--Memo for CG/AAF
frm Mr.Lovett dtd 19 June 1943
this subj.

air AS 452.1 Africa (30)

file 9 July '43

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DOD Dirs.
By [illegible] NLC Date 10-1-96

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5 July 1943

MEMORANDUM FOR GENERAL H. H. ARNOLD:

Subject: P-39's in North Africa.

1. I have taken the following action to date in connection with Mr. Lovett's report on P-39's in North Africa:

a. Necessary action designed to correct the deficiencies of the P-39 airplane indicated in Mr. Lovett's letter.

b. The suggestions contained in the last paragraph of Mr. Lovett's letter are being carried out.

EMMET H. GILES,
Major General, USA,
Assistant Chief of Air Staff,
Operations, Commitments and
Requirements.

Incl.

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air AS 452.1 Africa (30)

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NC, Date 12-7-76

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

June 17, 1943

MEMORANDUM FOR: General Arnold.

Subject: Troop Carrier Airplanes in North Africa.

1. You recently issued a directive that there be 400 Troop Carrier airplanes in North Africa by June 15th.

2. I believe you will be interested in knowing that the Theatre Status Report as of June 15th shows that there were, as of that date, 429 Troop Carrier airplanes in the seven (7) Troop Carrier groups in North Africa. In addition, there were twenty-one (21) airplanes there from the Troop Carrier group in U. K.

BARNEY M. GILES,
Major General, U. S. Army,
Assistant Chief of Air Staff,
Operations, Commitments & Requirements.

H. H. A
by
GH

Air Adv 32-1 Africa (21)

File
A.A.F. June 43

FOR VICTORY BUY UNITED STATES WAR SAVINGS BONDS AND STAMPS

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Air Adv 32-1 Africa (21)

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000 Hrs.
8 Jan. & 30 June 1976
By [illegible] NC, Date 10-7-76

Long Range Fighters

Deputy Chief of Air Staff — 8 July 1943

Asst C/AS, Operations, Commitments and Requirements

Col. Grisumld/ef/73429

Complied with. Reply to General Doolittle is attached for General Arnold's signature.

2 Incls
Incl 1. s/c
AA626 1 Incl
Incl 2. Reply to Gen. Doolittle, subj as above.

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

Air Defense Branch
Requirements Division

TO: AC/AS, OCAR

DATE 8 July 43

FROM: Chief of the Air Staff.

COMMENT NO. 5
HAL/mdg/5265

The Deputy Chief of the Air Staff (General Hall) approves the proposed reply to General Doolittle and directs that it be dispatched over the signature of AC/AS, Operations, Commitments & Requirements.

Dispatched
9 JUL 1943
AAG

Incl. s/c

HILLARD A. LIBBY,
Colonel, Air Corps,
Secretary of the Air Staff.

air AS 452.1 Africa (37)

Filed 8 July 43

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DOD Dir. 5200.9 Sec. 4 or 5 Para. 1004
By [illegible] Date 10-7-14

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TO: Asst Chief of Air Staff, Operations, Commitments and Requirements DATE: 27 June 43

FROM: Deputy Chief of the Air Staff COMMENT NO. 3

For preparation of a suitable acknowledgement of receipt of this communication.

Dispatched
27 JUN 1943

HYLAND A. LYNN
Colonel, G.S.C.
Secretary of the General Staff

OFFICE SYMBOL	RECDS				
DISPOSITION OR ACTION TAKEN					

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Long Range Fighter.

Asst. Chief of Air Staff, Operations Commitments & Requirements 11 June 43

Deputy Chief of the Air Staff

1

WAL/mdo/5265

To note the attached and for preparation of an appropriate reply if, in your opinion, such is warranted.

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

Atts Ltr to CG, USAAF,
fm. Gen. Doolittle w/1st Ind.

air ab sec. Africa (32)

Dispatched
11 JUN 1943
AAG

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ci 11 June 43

air ab sec Africa (32)

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DOD Dir.
8 Jan. & 10 June 1974
by Allen Lynch, ASD, Date 10-1-74

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AFOCR
LMT/13/3487
May 3, 1943
MAY 4 1943

MEMORANDUM FOR: General Arnold

SUBJECT: Diversion of Aircraft for North African

1. Confirming your verbal orders of this date the following aircraft scheduled to the Twelfth Air Force are being diverted from P.O.E's and departure points to other activities:

P-38 - 98
P-39 - 44
P-40 - 54

Total 196

2. All other aircraft that do not exceed the reduced table of organization strength, plus 50% reserve and 20% for attrition for North African, are continuing to move as originally scheduled.

3. A complete study is being made covering the overall picture of allocation of aircraft, based on your directive of having 50% reserve and 20% attrition, all based on the reduced T/O strength, for all active theaters.

4. There is being prepared for your signature, a directive covering the policy for allocation of aircraft for the AA air forces, which will give this office a guide as to future allocations.

RAMEY M. GILES
Major General, U. S. Army,
Assistant Chief of Air Staff,
Operations, Commitments & Requirements

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5 Jan. & 30 June 1954
By dlc, Jnc LC; Date 10-7-76

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air ag 452.1 (Green) 25

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

Date: May 14, 1943

FROM: Air Adjutant General

Comment No. 3
JBC:JB 5789

For comment with respect to advisability of furnishing theater commanders concerned with copies of basic letter and your 1st indorsement thereto.

Dispatched
MAY 14 1943

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

OFFICE SYMBOL	1	2	3	4	5
1. Action Officer					
Informal Office Coordination					

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DOD Dir. 5 Jun. & 30 June 1954
By CR letter 10, Date 10-3-74

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Assembly in England of Fighter Aircraft Destined for Northwest Africa.

Assistant Chief of Air Staff, Material, Maintenance and Distribution
Air Adjutant General

May 3, 1943
1
WDGS/JB 5791

For comment or concurrence.

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

1 Incl.- Ltr fr ASC 4-26-43 (dup)

[illegible] Air Adjutant General [illegible] 7 May 1943

[illegible] Asst. Chief of Air Staff, Material, Maintenance & Distribution [illegible] Memo No. 2 [illegible]

Attached is suggested endorsement addressed to Commanding General, Air Service Command.

2 Incls.-Ltr fr ASC 4-26-43
w/1st Ind.

B. E. [illegible]
Brigadier General, U.S.A.
Deputy Asst. Chief of Air Staff,
Material, Maintenance & Distribution

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Auth 4-2-1 Africa (5)

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DOD Dir
E.O. 12958
By [illegible] NLC Date 8-3-13

CONFIDENTIAL

Assembly in England of Fighter Aircraft Destined for Northwest Africa.

Assistant Chief of Air Staff, Material, Maintenance and Distribution
AAF Advanced General

May 3, 1943

1

WDGS 5791

For comment or concurrence.

JOHN B. COOLIDGE,
Colonel, A.G.D.,
Asst. Air A. G.

1 Incl.- Ltr fr ASC 4-28-43 (dup)

Digitized
MAY 8 1943
AAF

File CI 8/3/43

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Patterson Field, Fairfield, Ohio

April 28, 1943

Subject: Assembly in England of Fighter Aircraft Destined for Northwest Africa.

To: Commanding General, Army Air Force
Washington, D.C.

1. OBSERVATION

Fighter planes used in the original landing operations in Africa and many of those engaged in the subsequent campaign, were shipped to England, assembled there, and flown to the operational areas. At the direction of the Commanding General of the VIIIth Air Service Command in England, a survey was made recently of the assembly facilities now in Northwest Africa for the purpose of ascertaining if this Theatre could handle its own aircraft assembly work, thereby relieving the pertinent personnel in England of this work.

2. SITUATION

The situation now differs radically from that originally exisiting. The Northwest African Theatre appears to be fully capable of assembling all fighter aircraft sent there, according to General Dunton. Confirmation of this opinion was made directly by the Area Commanders at both Oran and Casablanca. An assembly capacity of twenty-eight (28) planes a day was anticipated by April 1, 1943. A force of three hundred and fifty (350) men shortly to be increased to five hundred (500), was at the time of this visit (March) setting up P-38's, P-39's, P-40's and P-51's.

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Hdr Sq., AAF, ASC, [redacted] Fld, O. Subj: Assembly in [redacted]nd of Fighter Aircraft Destined for Northwest Africa.

At Casablanca, they have three (3) assembly lines of United States soldiers labor and one of A. I. A. (French labor in French Aircraft Civilian Factory). Two of the United States assembly lines are made up of repair squadrons of the Air Depot Group—one squadron to a line.

One of the United States lines is an assembly squadron, (180 men) which is trained, and has specialized equipment, batteries of lights, etc., The assembly lines were operating in two (2) eight (8) hour shifts of seventy-five (75) men each. The lines were arranged in six (6) positions, of ten (10) men each, with about ten (10) men for outside assembly and a few supply personnel.

3. CAUSE

The original assembly work was done in England largely because of the relative safety of the route, and the lack of facilities in Africa. The successful occupation of the land areas, establishment of bases, and delivery of personnel, supply and equipment has changed this situation. There is no longer the urgent need for assembly in England of fighter aircraft destined for Africa. However, what was originally started as an emergency measure is still being continued.

4. REMEDY

To correct this situation, it seems obvious that "knocked down" fighter aircraft destined for Africa, should be shipped directly there. Shipment to England should be discontinued. The Commanding Generals of the VIII th Air Service Command in both Theatres have expressed their

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desires as to this.

5. RECOMMENDATIONS

It is recommended that these instructions be issued immediately, if not already done and that both the Theatre Commanders be so advised to permit them to revise their plans accordingly.

W. H. FRANK
Major General, U. S. A.
Commanding.

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

APR 16 43

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

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DOD Dirs.
5 Jan. & 30 June 1976
By [illegible] NC Date 8-3-76

RECEIVED
WAR DEPARTMENT
ASST. SECRETARY (AIR

April 15, 1943.

452.1 Africa (23)

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR:

Subject: Attrition Rate on Airplanes in North Africa.

1. Recently I told you that a telegram had been received from General Spaatz that the attrition rate on airplanes in North Africa had reached 25 per cent on some types.

2. A search of our cablegrams discloses only one telegram making mention of this fact, and the airplane referred to is the F-4, a photographic plane.

3. Will you please return the cablegram after you have noted it.

For the Commanding General,

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

Noted by Mr Lovett
for file
mlt

Incl: ~~[illegible]~~ cy #18
cable dtd Mar. 24, 1943, CM-IN-12962.

file
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By ... NARS, Date ...

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APR 3 1943

Air Vice Marshal F. Maclean Foster,
British Joint Staff Mission,
Public Health Building,
Washington, D. C.

My dear Foster:

We have, in response to your letter of March 22, 1943, reviewed the near-term status of medium bomber production and requirements. A decline in B-25 production is anticipated in the next few months due to model changes being introduced at Inglewood.

The Air Force position at this time will not permit our representatives on the MAC (Air) to agree to the 1943 assignment of 82 B-25's in addition to the 200 B-25's which were provided for in the A-B-MAC-7 agreement of January 1943, and the 82 B-25's which are to be provided to U.K. in exchange for the release by U.K. to the U.S. of 82 A-20's.

In view of the unavailability of additional B-25's here it would appear that the Bisleys released from North African could be utilized in the re-equipping of your squadrons in the United Kingdom.

Sincerely yours,

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

Copy for General Stratemeyer Dispatched Apr 3 1943 AAG

File 4/3/43

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452.1 4 Apr 43

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By ... NARS, Date ...

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Four British Light Bomber Squadrons in North Africa.

Assistant Chief of Air Staff, A-3 — March 23,1943
General Stratemeyer — 1
GHB/hd

1. Your attention is invited to the attached letter from Air Vice Marshal MacLean Foster.

2. It is desired that you look into the questions listed by Air Vice Marshal MacLean Foster and that you prepare a reply to him for my signature.

Incl:
Ltr to Gen. Stratemeyer
fr Air Vice Marshal Foster
dtd 3-22-43

Dispatched MAR 24 1943 AAG

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

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1st Ind. from Dir. Photo to CG AAF Thru Dir Tech Serv.

1st Ind. signed by Wm W Dick AFO 512

TO: Asst. Chief of Air Staff, A-3

Date: Mar. 11, 1943
Control No. 3
WDGS 5791

FROM: Air Adjutant General

For comment.

Dispatched
MAR 12 1943
AAG

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

2 Incls.
#1- Ltr fr CG 34 Photo Gp w/1 ind
#2 - Schedule of Delivery (THIS A)

3/12/43

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8 Jun. & 20 June 1974
By [illegible] Date 10-7-76

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Photographic Aviation (Contd)

Commanding General, Army Air Forces — 3/10/43

Director of Technical Services — [illegible]/ep/72819 2

1. Concur.

E. E. McCLELLAND
Brig. Gen., U.S.A.

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Air AG 452.1 Africa (30)

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NLC, Date [illegible]

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Reequipping North African Light Bomber Group, now on A-20's, with A-36's.

Director of Air Support 2/22/43

Assistant Chief of the Air Staff, A-3 1

WDS/ch/6702

1. In view of the AAF's inability to maintain existing A-20 commitments in North Africa at required levels including necessary reserves with the A-20's available to the AAF, there is a necessity to reequip one of the A-20 groups in North Africa with another model aircraft.

2. It is desired that your Office submit recommendations as to the action that will be required to reequip one of the A-20 groups now in the theater with A-36's. If this action is taken, it will be in lieu of sending a second A-36 group (312th) to the theater and the flight echelon or such other components of the 312th Group as will be required are to be considered as available for incorporation into one of the A-20 groups now in North Africa.

By /s/
Chief of the Air Staff
Plans Division
Program Planning
A-3 Division
Director of Military Requirements

/s/ HENRY H. ARNOLD
Brigadier General, U. S. A.

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MAA

FEB 23 '43 PM

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2/23/43

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Air Adjutant General

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DOD Dir. 5 Apr. & 20 June 1974
By [illegible] NARS, Date 10-7-76

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

February 21, 1943

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: P-40's to North Africa.

P-40L's have been the only type P-40's available for shipment to North Africa. The last group of 75 aircraft shipped by carrier had to be P-40L's. These P-40's, however, were stripped and can operate at as high an altitude, or higher than the stripped P-40N.

Of approximately 100 P-40N's delivered to the Army Air Forces, only 15 of these were stripped: 5 were sent to New Caledonia, 5 to India-China, and 5 to the School of Applied Tactics.

The P-40K, M, and N are powered with the Allison motor, and for supply and maintenance reasons are sent insofar as possible, to the India-China, Pacific, Caribbean, and Alaskan theaters. The P-40F and L, powered with the Rolls-Royce engine, for the same reasons are sent, insofar as possible, to the North African and Middle East theaters.

To date, no P-40N's have been received by the Army Air Forces.

Robert W. Harper
ROBERT W. HARPER,
Brigadier General, U.S.A.

H-H-A

file a/c 3/4/43

air 08452 / africa (16)

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By DAL Lan LC. Date 10-7-75

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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SUBJECT: General Eisenhower's Request for Reserves for Special Operations

TO: Chief of the Air Staff

DATE 2/19/43

FROM: Assistant Chief of the Air Staff, A-3

COMMENT NO. 1

WRB/ek/6701

1. Attached report was given to General Arnold for his use at C.C.S. Meeting today.

2. This Division has been instructed to recommend solution for the "no's" in last column of Incl. 1.

ROBERT W. HARPER
Brigadier General, U.S.A.

Incl:
Cy Memo for Gen. Arnold
from Gen. Harper, 2/19/43

File WRH

File a 8-2-0 N 3

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DOD Dir. 5 Jan. & 20 June 1974
By dl Lee NARA, Date 8-1-96

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DECLASSIFIED

February 19, 1945

MEMORANDUM FOR GENERAL ARNOLD:

Subject: General Eisenhower's Request for Reserves for Special Operations.

1. Affirmative answers in attached paper relative to the Army Air Forces' ability to provide General Eisenhower with the reserves he has requested are based on the following assumptions:

a. Policy will be to attempt to provide the reserves requested.

b. Other theaters to continue to receive only such support as is necessary to keep them at strength.

c. It is understood build-up in United Kingdom will be delayed by amount of increased reserves in North Africa.

d. Reserve aircraft will require a proportion of reserve crews.

2. Allocations from the Army Air Forces of models indicated to French can be made only out of total aircraft indicated as available and will reduce these resources accordingly.

3. In general it is believed that most theaters other than the 8th Air Force will be in pretty good shape after aircraft now listed as "Under Preparation" are actually dispatched.

4. Attached papers include summary (Inclosure #1) with estimated availability for each model and summary of current position of 12th Air Force (Inclosure #2) and 9th Air Force (Inclosure #3).

5. No provision has been made to provide any additional Fighter Groups to Middle East under original Arnold-Spears-Portal Agreement. Force has been carried at the three (3) Groups now there or enroute.

ROBERT W. HARPER,
Brigadier General, U.S.A.

3 Incls.

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E.O. 12958, as amended
By [illegible] NARA, Date 7/9/07

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SITUATION REGARDING PROVIDING GENERAL EISENHOWER WITH RESERVES FOR SPECIAL OPERATIONS

Type	Aircraft Available(x)	Deficit in 12th AF*	Deficit in 9th AF*	Total Sqns	4 Mos. Avgr. at 80%	Est. of Ability to Provide Res. As of 6/15/43
B-17	600	-36		(4)	112	Yes
B-24	700		-15	(2)	88	Yes
B-25	300	-17	-26	(4)	192	Yes
B-26	480	-42		(3)	144	Yes
A-20	60	-68		(2 LB) (2 Obs)	96 40	No
A-36	240	-114		(2)	48 (2 Sqns. only)	Yes
P-38	400	-67		(3)	180	Yes
P-39	720	-63		(2 F.) (1 Obs)	120 20	Yes
P-40	400	-78	-61	(2/1)	140	Yes
P-51	200	-6		(0 F) (1 Obs)	20	Yes
Spitfires	180	-196		(2)	120	No(y)

*Including 80% reserves for Bombers and Observation and 100% reserves for Fighters.

(x)Appropriate reductions have been made in latest Materiel Command estimates.

(y)Have to investigate what aircraft Royal Air Force has turned over to Army Air Forces under existing arrangements.

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Incl #1

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E.O. 12356 Sec. 1.3
By [illegible] NARA, Date 10-7-96

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PRESENT SITUATION OF USAF AIR FORCE

Type	Units Committed	TTA	Reserve	Total Required	Total Now Available*	+ -
B-17	4 Sqs	160	70	210	205	/28
B-26	3 Sqs	114	57	171	166	/17
B-25	3 Sqs	171	86	255	196	-62
A-20	12 3 Sqs	114	57	171		
	Obs 3 Sqs	48	24	72		
				243	168	-96
A-36	3 Sqs	114	57	171	57	-114
P-38	5 Sqs	240	240	480	363(/180)	-97
P-39	F 3 Sqs	160	160	320		
	Obs 1 Sq	36	12	48		
				368	348(/30)	-68
P-40	8 Sqs / 1 Sq	288	288	576	365(/18)	-75
P-51	Obs 1 Sq	36	12	48	(/30)	-6
Spitfires	3 Sqs	160	160	320	127	-193

*On hand, enroute, under preparation as of February 17, 1943.

( )Denotes aircraft in United Kingdom destined for North Africa.

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Incl #2

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PRESENT SITUATION OF 9TH AIR FORCE

Type	Units in Theater	TBA	Reserve	Total	Now Available	+ -
B-26	3 Gps	70	36	106	98 (21*)	-18
B-25	3 Gps	114	57	171	136	-35
P-47	8 Gps	360	360	480	419	-61

•On hand, enroute, under preparation as of February 17, 1945.

(*)21 on detached service from United Kingdom in Middle East.

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Incl #3

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DOD Dir.
5 Jan. & 30 June 1954
by Adams NSC Date 10-7-76

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General Eisenhower's Request for Reserves for Special Operations

Chief of the Air Staff

Assistant Chief of the Air Staff, A-3

2/19/43

1

WHB/ah/6788

1. Attached report was given to General Arnold for his use at C.C.S. Meeting today.

2. This Division has been instructed to recommend solution for the "no's" in last column of Encl. 1.

[redacted]
Brigadier General, U.S.A.

Encl:
Cy Memo for Gen. Arnold
from Gen. Harper, 2/19/43

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Air AG 400.21 Africa (15)

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DOD Dir. 5 Jan. & 28 June 1978
By AR-1/ORS, WC; Date 15-7-96

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TJH/ewa/6371

January 26, 1943.

MEMORANDUM FOR THE COMMANDING GENERAL, AIR TRANSPORT COMMAND:

Subject: Arrival in African Theater of Aircraft Not Fully Equipped.

1. Your attention is invited to cable #2050, dated January 25, 1943, from General Doolittle, which states that aircraft are being ferried to the African theater without data books.

2. Since repeated instructions have been issued by this Headquarters on the necessity for complete check of all airplanes prior to departure from the United States, it is desired that you obtain identification of the aircraft so arriving and take disciplinary action against pilots and operating personnel who permitted this to happen.

By command of Lieutenant General ARNOLD.

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

Dispatched
JAN 27 1943
AAG

AG AFD 452.1 (Africa) (X)

7 le 2/12/43

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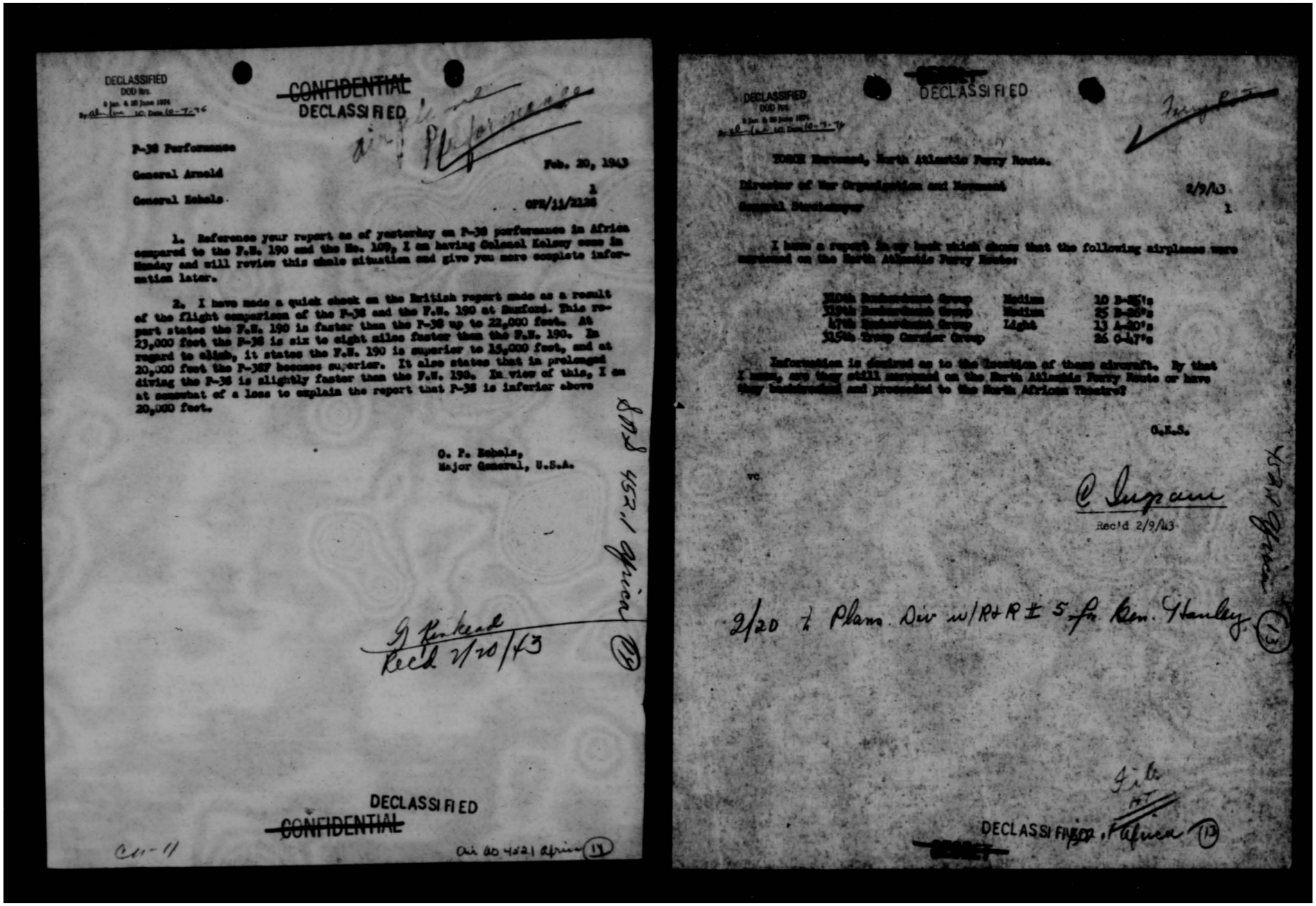

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By OSD Ltr. 14C, Date 10-7-76

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Air Performance

P-38 Performance

Feb. 20, 1943

General Arnold

1

General Echols

OPR/11/2126

1. Reference your report as of yesterday on P-38 performance in Afrian compared to the F.W. 190 and the Me. 109, I am having Colonel Kelsey come in Monday and will review this whole situation and give you more complete information later.

2. I have made a quick check on the British report made as a result of the flight comparison of the P-38 and the F.W. 190 at Duxford. This report states the F.W. 190 is faster than the P-38 up to 22,000 feet. At 23,000 feet the P-38 is six to eight miles faster than the F.W. 190. In regard to climb, it states the F.W. 190 is superior to 15,000 feet, and at 20,000 feet the P-38F becomes superior. It also states that in prolonged diving the P-38 is slightly faster than the F.W. 190. In view of this, I am at somewhat of a loss to explain the report that P-38 is inferior above 20,000 feet.

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

Ltr 2nd 452.1 Afrian

G Kenkend
Recd 2/20/43

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C11-11

Air AG 452.1 Afrian (12)

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By OSD Ltr. 14C, Date 10-7-76

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Info

TOKEN Movement, North Atlantic Ferry Route.

Director of War Organization and Movement

2/9/43

General Burtenayer

1

I have a report in my hand which shows that the following airplanes were movement on the North Atlantic Ferry Route:

XIIth Bombardment Group	Medium	10 B-25's
XIIIth Bombardment Group	Medium	25 B-26's
47th Bombardment Group	Light	13 A-20's
315th Troop Carrier Group		26 C-47's

Information is desired as to the location of these aircraft. By that I mean, are they still movement on the North Atlantic Ferry Route or have they backtracked and proceeded to the North African Theatre?

O.K.S.

vc

C Ingram
Rec'd 2/9/43

452.1 African (13)

2/20 to Plans Div w/R+R ± 5 fr Gen. Hanley.

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452.1 African (13)

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Sept. & 30 June 1974
By Sec. Def. 10 Dec. 10-7-74

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Transition Training and Reorganization French Africa Air Force.

Assistant Chief of Air Staff, Operational Plans. 19 Feb. 1943.
(Attention: Colonel R. P. Williams)
Deputy Chief of the Air Staff.

6
TJH/mm/6371

1. It is desired that a cablegram be prepared to General Spaatz and Colonel Buddy Maxwell, outlining exactly what we are prepared to furnish in order to implement the training program, and the reorganization of the French African Air Force under Colonel Beam.

2. General Arnold very forcibly told me that the commitment, as contained in cablegram No. 641, is firm; that this Staff must cease talking about diversion of aircraft from or taking aircraft from our present Forces in North Africa in order to satisfy French demands. He said we are not taking anything from North Africa but simply furnishing equipment to the French units instead of the American units. If a French unit is built up, an American unit need not be built up.

3. Recognizing the present unsuitability of the A-31, what can we do to furnish equipment for one fighter group and one light bomber group?

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

Incls: n/c.

Dispatched
FEB 20 1943
AAG

air ab 452.1 plans (3)

file a/f 2/20/43

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6 Jan. & 30 June 1974
By [illegible] NARS, Date 10-7-76

~~SECRET~~

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Transition Training and Reorganization French African Air Force.

Assistant Chief of Air Staff, Operational Plans. 1/23/43

Deputy Chief of the Air Staff.

1
TJH/eva/6371

1. Forwarded to you for action in accordance with General Stratemeyer's note.

2. You will prepare the necessary study to determine the rate at which P-40 and A-31 aircraft can be made available for transition training and reorganization of the French African Air Force under Colonel Beam. (Reference cable No. 461, January 22, 1943, from Casablanca.)

Incls: SECRET incoming message referred to above—
CM-IN-10015.

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

DATE JAN 26 1943

TO: A-2, Asst. C A S

COMMENT NO. 2
OPP/jw/5834

FROM: Operational Plans, Air Staff

1. Request data on the availability (production and allocation) of P-40 and A-31 aircraft referred to above.

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

Incl: n/c

TO: Operational Plans

DATE 1/28/43

FROM: A-3

COMMENT NO. 3
WHB/ek/8781

1. Recommend that MAF (Air) Chart #200 be amended so that existing receipients of A-35's and P-40's (excluding U.S.S.R., including A.A.F.) be reduced on a per centage basis in order to allocate fifteen (15) per month A-35's and twenty five (25) per month P-40's to the Fighting French beginning in February.

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By Chief, Records Div. OSD, 3-76

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Translation Training and Reorganization French African Air Forces

Operational Plans 1/22/43

A-3 2

(continued)

2. It is to be noted that allocations of the 15 and 25 aircraft out of the 2421 GR.200 combat plane program (Item A200) will result in completed combat ready squadrons after shipment to destination, assembly, etc. Consequently the figures set are somewhat higher than minimum needs.

3. It is believed that commitments to the French should be kept to a minimum with the understanding that the theater commander will furnish them up from aircraft allocated to him as their operational situations and the military situation warrant.

[redacted]
Colonel, G. S. C.

Encl. n/c

TO: Deputy Chief of the Air Staff.

FROM: Operational Plans.

1. Attached is the study requested in paragraph 2 of comment No. 1 above.

Encl.
1-Secret Incoming Message
2-Study for CS/AAF with Tab A and Tab B, added.

O. A. [redacted]
Brig. General, U.S.A.

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WDGS WDD. 1 Africa (13)

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By [illegible] NARS, Date 12-7-82

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~~USSR~~ Movement, North Atlantic Ferry Route.

Assistant Chief of Air Staff, A-3

Feb. 13, 1943

General Spaatz

3

GHR/hd

Memos 1 and 2 attached hereto are forwarded to you for your information.

Dispatched
FEB 14 1943
AAG

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

Air 8 to USSR/Spaatz (3)

4 Sec a 3/4/43

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~~SECRET~~

Mess Air 8 to USSR, Spaatz (3)

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DOD Dirs.
8 Jan. & 20 June 1974
By: [illegible] NARS, Date 12-3-76

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SECRET

SECRET
By Authority of
The Commanding General
Army Air Forces
AFHQ
[illegible]
Date Initials

TURN Movement, North Atlantic Ferry Route.

General Strategy

War Organization and Movement

Feb. 10, 1943

2

HH/ml 2983

1. The schedule which follows indicates the disposition of the aircraft equipment of the units indicated in command 1:

	310th B.G. B-25's	320th B.G. B-26's	47th B.G. A-20's	315th T.C.Sq. C-47/53's	Total
Delivered Northern Route	53	36	51	24	164
Crash Losses	2	4	3	0	9
Returned to U.S.	2	14	0	0	16
Remaining on Northern Route	0	1	1	2	4
Total Unit Movement	57	57	57	26	197

The following is the position of airplanes returned to the U.S.:

Delivered to Africa	4 B-26's
Enroute to Africa	1 B-26
At Departure Station	3 (2 B-25's and 1 B-26)
Within U.S. for repairs	7 B-26's
Returned to training activity	1 B-26
	16

Of eight remaining on northern route, one has major damage and most of others suffered minor damages or require engine changes.

In addition to above, three B-17 replacement airplanes remain in Greenland.

F. W. EVANS
Brig. Gen., U.S.A.
Dir., W.D. A.H.

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WD. Africa
air 05 (13)

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DOD Dir.
5 Jun. & 30 June 1954
By dal/ncs NC, Date 10-7-74

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Transition Training and Reorganization French Africa Air Force.

Assistant Chief of Air Staff, Operational Plans. 1/23/43

Deputy Chief of the Air Staff. 1

TJH/ovs/6371

1. Forwarded to you for action in accordance with General Stratemeyer's note.

2. You will prepare the necessary study to determine the rate at which B-25 and A-31 aircraft can be made available for transition training and reorganization of the French Africa Air Force under Colonel Dean. (Reference cable No. 441, January 22, 1943, from Casablanca.)

Incls: SECRET incoming message referred to above—CM-IN-10015.

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

Dispatched
JAN 23 1943
AAG

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file 2/12/43

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Gen. Ai folder
Misc.

Algiers

Assignment of Aircraft to the French Air Force in Africa.

Assistant Chief of Air Staff; Plans 2/8/43
General Stratemeyer 1

Your attention is invited to the attached memorandum for General Marshall from Major General Marie Emile Bethouart, Chief, French Military Mission, dated February 6th, 1943, reference memorandum of February 3, 1943, concerning the Shipment of War Material for the French Forces in North Africa. It is desired that you study this memorandum and prepare reply for General Marshall's signature. You will coordinate the action and the preparation of the reply reference the attached paper with G-2.

Keep me posted on the status of our action on, and the reply to this paper.

G.C.M.

Incls: Memo to Gen. Marshall, 2/6/43
fm Gen. Marie Emile Bethouart
re above subj.

vc

Rec'd 2/8/43

SAS 452.1 Africa (12-8-42) (3)

Dist. Term & Sec. G/S 2/10/43
w/ proposed ltr. to be signed by
C/S to Gen. Bethouart.

Return to Gen Staat

File

452.1 Africa (12-8-42)

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"Gen. Stratemeyer G.C.M."

FRENCH MILITARY MISSION
WASHINGTON

MO 12 /A

February 6, 1943

MEMORANDUM FOR GENERAL G. MARSHALL

CHIEF OF STAFF, U. S. ARMY

SUBJECT: Assignment of Aircraft to the French Air Force in Africa.

REFERENCE: Memorandum of February 3, 1943, concerning the Shipment of War Materiel for the French Forces in North Africa.

I. - The above-mentioned memorandum stated the number of 1st line combat planes necessary for the re-activation of the French Air Force in Africa, and requested (Paragraph 2) that the time schedule for deliveries be established in such a way as would allow the establishment of a cohesive force ready to enter into action while delivery is in progress.

II. - During the conversation between General Marshall and General Bethouart, General Marshall pointed out that:

a) he cannot, at the present time, make a definite statement concerning the very extensive program presented by the French Military Mission;

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FRENCH MILITARY MISSION
WASHINGTON

c) The supplying, at the earliest possible time, of planes only would allow the putting into action of a few French squadrons.

As already verbally specified, the furnishing of about:

- 45-50 fighter planes, would allow the activation of one French fighter squadron, with a few replacement planes;

- 25-30 bombardment planes would allow, similarly, the activation of one French bombardment squadron, also with a few replacement planes.

This token assignment, which should not present great difficulties from the point of view of material possibilities for American industry, would have a strong effect on the morale of the French Air Force in Africa.

/s/
MARIE EMILE BETHOUART
Major General, Chief
French Military Mission

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FRENCH MILITARY MISSION
WASHINGTON

b) General Arnold's Staff are studying the question of supplying airplanes and the complete equipment necessary to the French Air Force;

c) as soon as the survey is finished, a decision will be taken, in agreement with the British Representatives, as to how satisfaction might be best given to this request.

III. From the information received from General Arnold's office, it is understood that the study being conducted now in Dayton, Ohio, will require about a month.

The French Military Mission believe that the following statement might prove useful:

a) There is still, in North Africa, enough aviation equipment materiel to make possible the activation of a certain number of French squadrons, provided those squadrons were supplied with the necessary planes, even without the usually accompanying ground equipment and materiel for service units.

b) The reason why the French Air Force requested that the ground equipment for those squadrons (and the equipment for service units) be supplied, is that the French materiel which is still available to this effect, is already obsolete and its maintenance would be impossible without the help of the industry of Metropolitan France.

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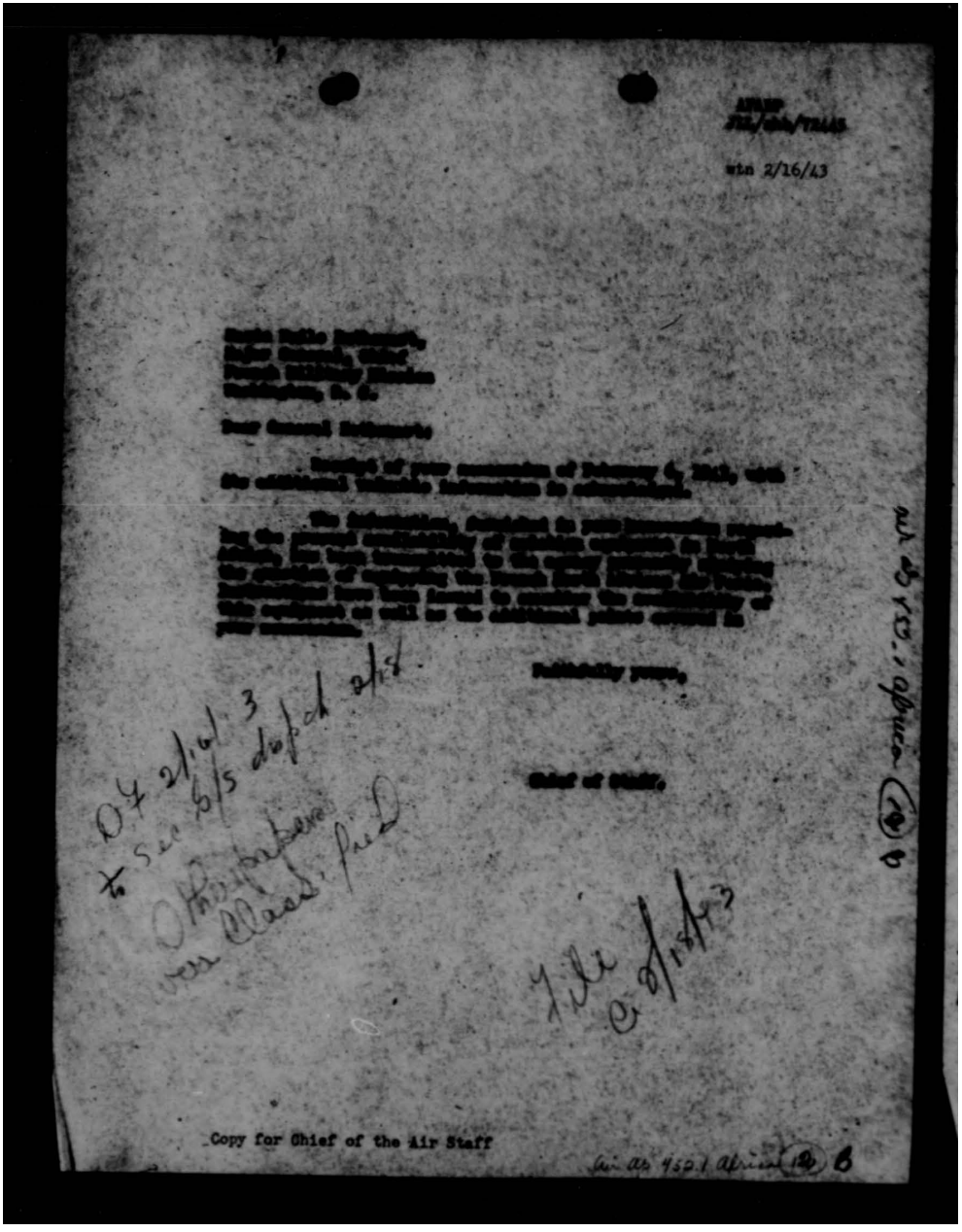

AFHQ/
FSS/Gen/TS&S

wtn 2/16/43

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E.O. Dated 1-7-76

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99th Pursuit Squadron

Dispatched
JAN 20 1943
AAG

TO: Air Adjutant General

DATE 1-20-43

FROM: Chief of the Air Staff

COMMENT NO. 3
WDC:JT 5296

Per dispatch.

Encl.
n/c

WILLIAM E. HALL,
Colonel, G. S. C.

Green Ltr to S/W for Cir
to Class File

File 1/21/43

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DOD ltrs. 9 Jan. & 30 June 1974
By [illegible] LC, Date 10-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTE AND RECORD SHEET

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TASK [illegible]

FILE NO. A-3 452.1 Africa (B)

SUBJECT: Report on Status of Photographic F-5A Aircraft for Dispatch to African Theater.

TO: ✓ General Stratemeyer

DATE 1/23/43

FROM: A-3, Assistant Chief of the Air Staff

COMMENT NO. 1

RAG/ek/6701

1. Original project in compliance with your R&R, subject: "Cablegram No. 391," dated January 7, 1943, is reported as follows:

a. 13 planes on this project (#90033R) are expected to arrive at Morrison Field, Florida, Tuesday, January 26, and depart for Supervisor on January 27th.

2. Second project to provide an additional 13 photographic airplanes for the 12th Air Force is reported as follows:

a. 13 planes on this project (#90043R) are expected to depart from San Antonio for Wilmington for check by the Air Transport Command on January 25; depart for Brookley Field for installation of radio compass MN26Y on January 29; depart for Morrison Field for final check of radio compasses by the Air Transport Command on February 2; depart for Supervisor on February 4th.

b. ETA Supervisor February 10, 1943.

ROBERT W. HARPER
Colonel, G. S. C.

Ltr 6-11-9/43

File
Noted,
1-29-43
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air ab 452.1 africa (B)

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8 Jun. A 20 June 1974
By [illegible] NG, Date 10-7-76

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Report on Status of Photographic F-5A Aircraft for Dispatch to African Theater.

General Stratemeyer 1/23/43

A-3, Assistant Chief of the Air Staff 1

RAB/ab/GHQ

1. Original project in compliance with your RAB, subject: "Cablegram No. 391," dated January 7, 1943, is reported as follows:

a. 13 planes on this project (F3C2R) are expected to arrive at Morrison Field, Florida, Tuesday, January 26, and depart for Supervisor on January 27th.

2. Second project to provide an additional 13 photographic airplanes for the 12th Air Force is reported as follows:

a. 13 planes on this project (F3C2R) are expected to depart from San Antonio for Wilmington for check by the Air Transport Command on January 25; depart for Hensley Field for installation of radio compass MN6Y on January 29; depart for Morrison Field for final check of radio compasses by the Air Transport Command on February 2; depart for Supervisor on February 4th.

b. RTA Supervisor February 10, 1943.

ROBERT W. HARPER
Colonel, G. S. C.

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DOD dir. 5 Nov. & 20 June 1974
By [illegible] NSC Date 8-1-94

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Cablegram No. 391.

Assistant Chief of Air Staff, A-3 1/7/43

General Stratemeyer 1

1. I quote the following comment from General Arnold:

"Cablegram No. 391 from Eisenhower (Doolittle) states that of the 24 photo reconnaissance planes originally available in the 3rd Photographic Group, only 11 are available now and they ask for 100% replacement. Information is desired as to when the replacement planes will be shipped."

2. It is desired that reply be made hereon by Noon, 8 January, furnishing the information desired by General Arnold.

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

Copy for Air A-4,
JR 3E 489 DECLASSIFIED taken by Capt Mus. 1/7/43
Miss Ingram

SECRET

a-o-2 452.1 Africa (11)

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DOD Dir.
5 Jan. & 30 June 1979
By [illegible] A.A., LC; Date 12-7-79

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1-4 / 444

Status of Water Shipment of Aircraft for Forces in West Africa as of 1/1/43.

Deputy Chief of the Air Staff — January 2, 1943

Asst. Chief of the Air Staff, A-4.

1
WAR/gmt 8078

1. A total of one hundred and eighty-eight fighter aircraft were received at Newark between November 21, 1942 and January 1, 1943. One hundred and twenty-four (124) of these have been shipped; sixty-five (65) by way of the U.K., and fifty-nine (59) direct.

2. There are at Newark sixty-four airplanes, fifty-three (53) of which are ready for export and eleven (11) which are being processed. All of these planes will be enroute on or before January 8, either direct or to the U.K.

3. One hundred and thirteen (113) airplanes, remaining from December allocations for forces in this theatre, are still enroute to Newark; one hundred and eleven (111) of these are P-38's. These planes will be processed and will go direct to the theatre.

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

TO: Assistant Chief of the Air Staff, A-4.

DATE 1/8/43

CONCUR NO. 2
TJH/ovs/6371

FROM: Deputy Chief of the Air Staff

JAN 8 1943
AAG

Noted.

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

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Air AG 452.1 African (10)

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DOD Rts.
WHS's Ltr. 4 20 June 1974
By [illegible] NC; Date 10-7-14

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Fighter Aircraft for Torch

71593 RAB/tb

1 AFRES-7 AFCAS 1942 12-28 1. In reference to the attached copy of M&R from AFCAS to Assistant Chief of Air Staff, A-3, dated 12-26-42, subject as above, as result of action taken by the Transportation Division, these Headquarters, fifty five crated P-40 type airplanes were delivered as noted:

a. three arrived Rome Air Depot 7:00 p.m. 12-27-42

b. twelve arrived Rome Air Depot 3:00 a.m., 12-28-42

c. five will arrive Rome Air Depot 8:00 p.m., 12-28-42

d. thirty five arrived Middletown Air Depot 1:15 p.m., 12-27-42.

Encl.
M&R dtd 12-26-42 AFCAS to ACAS,A-3

Cy to:
Asst Chief of Air Staff A-4
Assistant Chief of Air Staff A-3
Director of Air Defense
Program Planning Unit
Air Service Command

L. P. WHITTEN
Brig. Gen., U.S.A.

MBL/ism 5265

2 AFCAS AFMAG 12-30 General Hanley noted the foregoing and directed it be filed in view of the fact that the delivery schedule is being met and General Stratemeyer was so informed at his Staff Meeting December 28, 1942.

File
12/31/42

Encl.
n.c.

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M. A. LIBBY,
Lt. Col., G.S.C.

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DOD Dir. 5200.9 June 1974
By CH Tech. SC Date 10-7-76

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MBL/lmm 5265

2 AFCAS AFHQ 12-30 General Hanley noted the foregoing and directed it be filed in view of the fact that the delivery schedule is being met and General Stratemeyer was so informed at his Staff Meeting December 28, 1942.

M. A. LIBBY,
Lt. Col., G.S.C.

Incl.
n.c.

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cc adv WSC, Africa (2)

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

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Fighting Admiralty Air Force.

3. Arrangements must be made to train 325th Fighter Group pilots in aircraft carrier operation.

[illegible]

[illegible]
Chief of the Air Staff.

[illegible]

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GK
1/11/42

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AirAg 452.1 Africa (8)

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DOD Dir. 5 200.9 and 22 June 1994
By [illegible] NARA, Date 10-2-96

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SECRET

December 24, 1942

MEMORANDUM FOR THE COMMANDER-IN-CHIEF, U.S. FLEET:

Subject: Fighter Aircraft for Torch.

I have just received word from Eisenhower that wastage of his fighter aircraft has been high and that difficulties have arisen in transmitting aircraft to the south Atlantic. He expresses great concern as to the necessity of his fighter-escort ships since they are within easy bombing range of Gibraltar, and hopes that we can lend a hand by having a big carrier load of fighters brought over and flown off at Casablanca.

All our fighter craft destined for shipment to North Africa are crated at the factory in preparation for their shipment by sea. However, if a carrier can be provided I can have approximately 60 P-40F single-seaters, assembled and at Norfolk, with pilots, within about fifteen days from the time assembly is begun. If a suitable type carrier is used I will need such help from the Navy in installing catapult hooks.

Realizing the urgency of this situation, I hope that you can make a suitable carrier available at an early date. I will appreciate an immediate reply in order that creation activities can be started without delay.

(Sgd.) G.C. MARSHALL

Chief of Staff.

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5 200. 6 20 June 1966
By [illegible] NCS Date 10-7-74

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COPY

UNITED STATES FLEET
Headquarters of the Commander in Chief
Navy Department, Washington, D. C.

Confidential File

FF3/A4-3

Serial 001599

DEC 26 1942

[redacted]

MEMORANDUM FOR: The Chief of Staff, U. S. Army

Subject: Fighter aircraft for Iceland.

1. With reference to your secret memorandum of December 25, 1942, the U.S.S. RANGER can be made available by January 7, 1943, at Norfolk, Virginia, for loading a maximum of seventy-two (72) P-40F fighter aircraft for ferry delivery at Reykjavik.

2. The RANGER is not equipped with a catapult and therefore no catapult hooks will be required.

3. The overhaul activities required in connection with the assembly of 72 P-40F airplanes at Norfolk can be initiated immediately.

/s/ E.J. King

E. J. King

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E.O. 12958
By [illegible] NARA, Date 10-7-14

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December 24, 1942

MEMORANDUM FOR GENERAL ARNOLD:

1. The 318th Fighter Group Flight Echelon will be ready by January 10th. If the Navy is ordered to cooperate in installing Catapult hooks, sufficient P-40F airplanes can be converted and made ready if a Catapult Carrier is supplied.

2. If a regular carrier of the Ranger type is supplied, sufficient P-40F's can be converted and be made ready by January 10th.

3. An early decision must be made for the use of a carrier because of the time required to convert and assemble P-40 airplanes.

4. It would be foolish to convert and assemble these airplanes if a carrier cannot be furnished, as these P-40F's are scheduled to be shipped to the Middle East or U.K. in a crated condition, fifteen of which are scheduled to leave January 1st.

5. Attention is invited to the number of P-40 type airplanes that can be carried on the Catapult type carrier and the regular carrier of the Ranger type.

Catapult type 20 hanger deck, 45 flight deck, total 65
Ranger type 36 hanger deck, 45 flight deck, total 81
(If carrier is docked and airplanes removed by crane)

If airplanes are flown, it is estimated that not more than twenty can be carried on the flight deck in order to permit sufficient take-off space.

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

General Arnold says to furnish this to O.P.D.

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6 Nov 1974
By [illegible] NARS, Date 10-7-74

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Fighter Aircraft for Russia.

1 Attached memorandum 1942 Chief of Air Staff 12-26 Air Staff 5-5

1. Your attention is invited to the enclosed copy of memorandum to the Commander-in-Chief, U. S. Fleet and reply thereto, both under date of December 26th.

2. You will take the necessary action to have delivered to Scotia as expeditiously as possible, 72 P-40F airplanes. These are the airplanes that were to be furnished the 325th Fighter Group. The Flight Echelon of the 325th Fighter Group will supply the pilots to fly the 72 P-40F airplanes from the seaport to Scotia. The remainder of the Flight Echelon will be sent to Scotia by Air Transport. Officers and men on the ground crew and the remaining eight airplanes for this group will be shipped in order that they may arrive in the North Atlantic Theater as quickly as possible.

3. Arrangements must be made to train 325th Fighter Group pilots in aircraft carrier operation.

Encls:
Memo to Commander-in-Chief, Fleet.
Fleet ltr Gen. Marshall dtd 12-26
Ltr of Chief of Naval Operations, U.S. Army to Admiral King dtd 12-26

GEORGE H. BRETT,
Major General, U.S.A.,
Chief of the Air Staff.

By the
Assistant Chief of Air Staff 5-5,
Director of Air Defense
Director of Base Operations
Program Planning Unit
Air Inteln Branch

Gale
BK

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DOD dir.
E.O. 12 June 1974
By [illegible] NARS, Date 10-7-76

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December 25, 1942

MEMORANDUM FOR THE COMMANDING-IN-CHIEF, U.S.FLEET:

Subject: Fighter Aircraft for Torch.

I have just received word from Eisenhower that wastage of his fighter aircraft has been high and that difficulties have arisen in transmitting aircraft to his area from U.S. He expresses great concern as to the security of his communications parts which are within easy bombing range of Sardinia, and hopes that we can lend a hand by having a big carrier load of fighters brought over and flown off at Casablanca.

All our fighter craft destined for shipment to North Africa are crated at the factory in preparation for their shipment by sea. However, if a carrier can be provided I can have approximately 80 fighter airplanes, uncrated, assembled and at Norfolk, with pilots, within about fifteen days from the time assembly is begun. If a subsequent type carrier is used I will need some help from the Navy in installing catapult hooks.

Realizing the urgency of this situation, I hope that you can make a suitable carrier available at an early date. I will appreciate an immediate reply in order that erection activities can be started without delay.

(Sgd.) G.C.MARSHALL

Chief of Staff.

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DOD Dir.
8 Jun. & 20 June 1994

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COPY

UNITED STATES FLEET
Headquarters of the Commander in Chief
Navy Department, Washington, D. C.

Confidential File

FF1/A4-3

Serial: 001356

DEC 26 1942

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MEMORANDUM FOR: The Chief of Staff, U. S. Army

Subject: Fighter aircraft for Dutch.

1. With reference to your speech memorandum of December 25, 1942, the U.S.S. RANGER can be made available by January 7, 1943, at Norfolk, Virginia, for loading a maximum of seventy-two (72) P-40F fighter aircraft for ferry delivery at Casablanca.

2. The RANGER is not equipped with a catapult and therefore no catapult hooks will be required.

3. The question submitted required in connection with the ferrying of 72 P-40F airplanes at Norfolk can be initiated immediately.

/s/ E.J. King

E. J. King

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DOD Dirs.
8 Jan. & 26 June 1974
By dlw [illegible] Date 10-7-74

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.

FILE NO.

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SUBJECT: Number of Airplanes in North Africa.

ITEM NO.	FROM	TO	DATE	COMMENTS
1	AFCAS	Assistant Chief of Air Staff Plans	1942 12-21	3373 OPD/hd

1. General Arnold, in figuring up the number of airplanes now in North Africa, finds that the following numbers of airplanes by types are in that theater:

378 Fighters
44 Heavy Bombers
18 Medium Bombers
71 Light Bombers
47 Reconnaissance
112 Transports
or a total of 600

The relationship between Fighters and Bombers is 378 Fighters and 133 Bombers. General Arnold is not satisfied with this proportion. He maintains that we should have 50% Fighters and 50% Bombers.

2. He desires that you check on the units that are there and see if all of those that were contemplated are in the theater. Of course we know that some of the Medium Bombers have not arrived because of our inability to ferry them across the North Atlantic and now the South Atlantic due to not having airports available between Freetown, Kano and the fields that we have secured in North Africa.

3. If our Fighters and Bombers are not in a proportion of 50% each, nor contemplated, General Arnold feels that we cannot whip the German Air Force in that theater and if we do not contemplate arriving at such a proportion, then he desires that we inform the Commanding General, Army Air Forces in the European Theater of our dissatisfaction of not having 50% Fighters and 50% Bombers.

4. You will reply to this by comment hereon.

Incl:
Situation Map of Operations in North Africa No. 44

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

Cy to:
Assistant Chief of Air Staff A-2

Not sent
No action to take
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3-1109 A.F.

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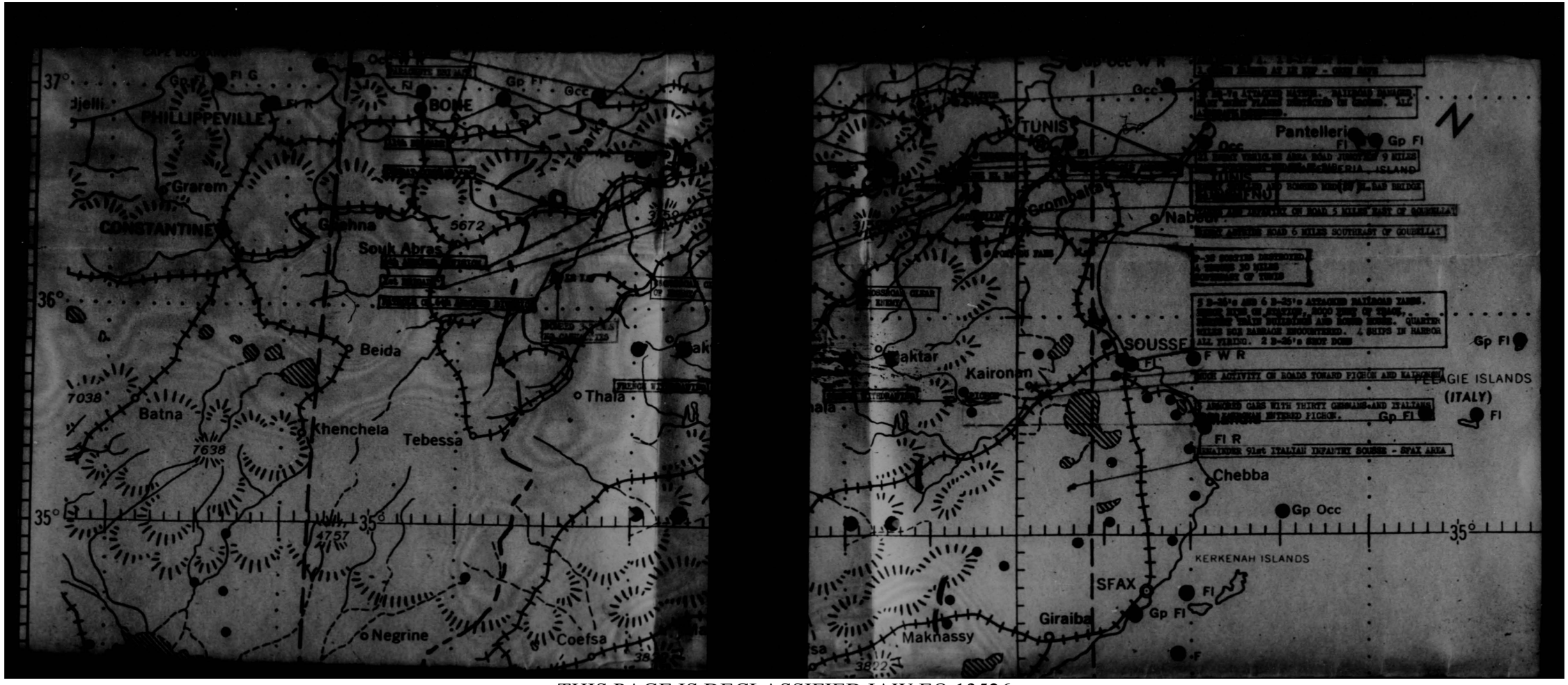

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DOD Dir. 5 Sec. 4 (d) June 1974
By [illegible] NG Date 10-7-76

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Airplane Replacements for North Africa.

TJHtsmo 6371

1. AFCAS AFACT 1982
12-8

1. At General Arnold's Staff meeting this morning, the Director of Military Requirements read a list of airplane replacements set-up for North Africa.

2. It is desired that these figures be checked against actual shipments, arrivals, and other information available to be certain that replacement airplanes have not been confused with initial equipment airplanes or perhaps diverted to a theater for which they are not intended. Major General Davenport Johnson informed this Headquarters by telephone that he was taking steps to insure accurate and prompt information being sent to the theaters concerning replacements.

3. No replacements have been set-up for transports, and no provisions have been made for replacements of combat airplanes in excess of 20% per month. General Arnold has directed that a plan be drawn up to provide the necessary replacements for this theater.

4. It is desired that you make a tentative plan, based upon the request from the theater, showing the impact of this plan upon other theaters and upon our group activation program, and submit to General Arnold with appropriate recommendations for action.

Dispatched
DEC 9 1942
AAF

File
C

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

Copy for General Stratemeyer.

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Mr. Wall
452.1 Africa

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

DECLASSIFIED
DOD Dirs.
5.1nA. & 20 June 1974
By [illegible] NC, Date 8-7-74

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 19, 1943

MEMORANDUM FOR: Colonel W. E. Hall

Subject: Colonel Max Schneider

1. The following information was obtained from the officers mentioned below by Lt. John B. Hogan of this office on this date.

2. Lt. Col. Robert M. Love, Air Transport Command, Room 1841, Gravelly Point, stated that Colonel Schneider upon orders arranged by Colonel H. Kyle, Jr., Operational Plans, was ferrying one of eleven replacement A-20B airplanes to Africa. These planes originally came from Oklahoma City and Colonel Schneider took over his plane at Bolling Field. For exact dates and other information, Colonel Love referred Lt. Hogan to Lt. M. E. Sanders of the Ferrying Division, Air Transport Command, Room 2842, Gravelly Point.

3. Lt. Sanders advised after a check of his records that Colonel Schneider's plane, A-20B, 3457, departed Nashville, Tennessee, January 9 and arrived Bolling Field, January 9, piloted by Lt. Stibers. Colonel Schneider took over the plane at Bolling Field and departed 1002 on January 11 for Morrison Field and arrived at Morrison Field, West Palm Beach, Florida, January 14.

4. By way of background, Lt. Sanders advised that a certain group of A-20B's were all returned to Fairfield, Ohio, for engine change prior to flight overseas and that Colonel Schneider's plane was one of this group. It had had its engines changed at Fairfield and had been flown from there to Nashville for installation of overseas equipment.

ATC investigating origin of orders.

Who turns Mr Schneider loose?

JOHN F. WHITELEY,
Colonel, Air Corps,
The Air Inspector.

FOR VICTORY
BUY
UNITED STATES
WAR
SAVINGS
BONDS
AND STAMPS

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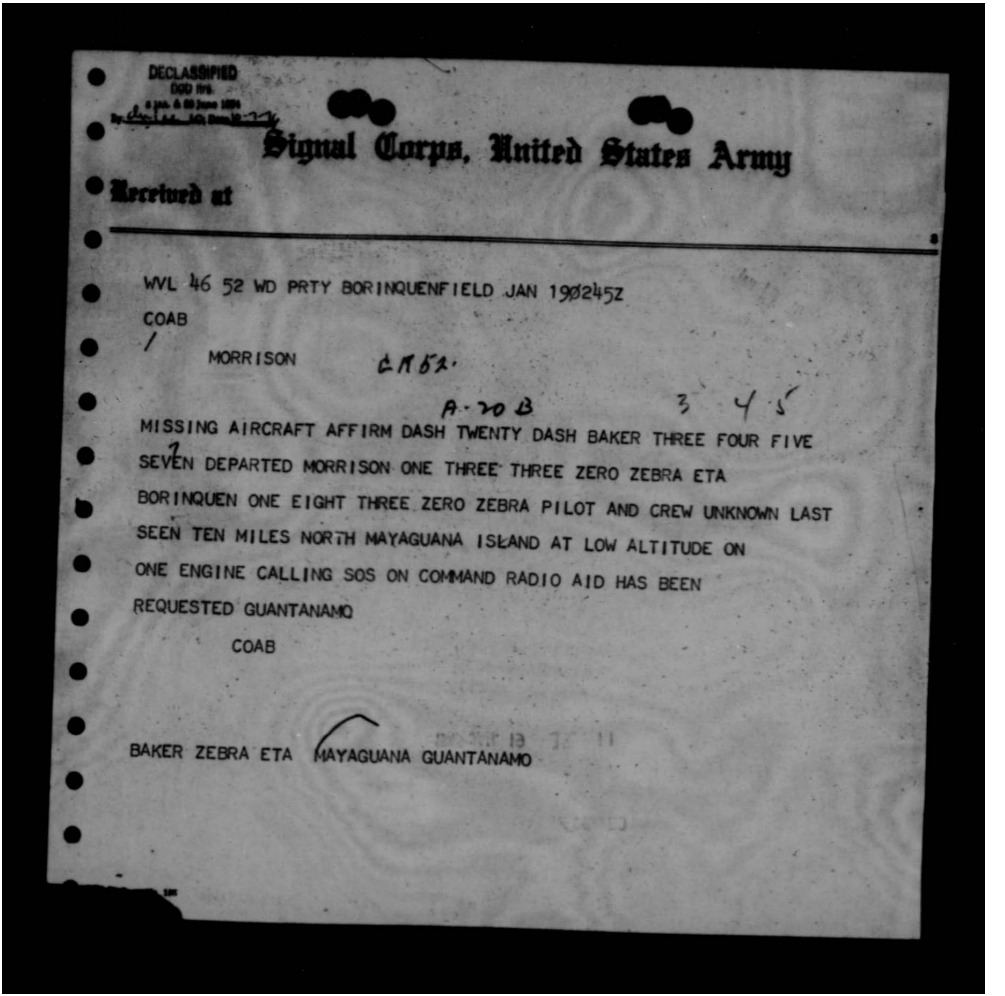

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DOD 5200.
E.O. 12958 as Amended
By [illegible] NARA, Date 10-27-11

Signal Corps, United States Army

Received at

WVL 46 52 WD PRTY BORINQUENFIELD JAN 190245Z

COAB

/

MORRISON

A-20B

MISSING AIRCRAFT AFFIRM DASH TWENTY DASH BAKER THREE FOUR FIVE SEVEN DEPARTED MORRISON ONE THREE THREE ZERO ZEBRA ETA BORINQUEN ONE EIGHT THREE ZERO ZEBRA PILOT AND CREW UNKNOWN LAST SEEN TEN MILES NORTH MAYAGUANA ISLAND AT LOW ALTITUDE ON ONE ENGINE CALLING SOS ON COMMAND RADIO AID HAS BEEN REQUESTED GUANTANAMO

COAB

BAKER ZEBRA ETA MAYAGUANA GUANTANAMO

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

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

January 19, 1943

Telephone Call, 191030Z, To duty officer, from Lt. Ostweiler, Morrison Field.

Colonel Max Schneider, o-10640, unreported since noon yesterday. Departed Morrison Field 917, A.M., EWT, yesterday, 1-18-43, in A-20, #3457, in flight led by B-25. He is thought to be down in vicinity of Mayaguana Island, 550 miles out of Morrison Field. He was last sighted by Lt. Garnett flying in A-20, #3396, of the same flight; one engine was gone and Colonel Schneider was down to altitude of 700 to 800 feet. He sent SOS received by Napper (?) in C-47, who advised him that he was about 20 miles from Mayaguana Island and that he should bail out. Colonel Schneider apparently chose to try to get the ship down. The B-25 in the flight did not miss Colonel Schneider until later according to messages received at Morrison Field. A search is being instituted this morning from Morrison Field by PBM, C-32, B-24, C-49, and possibly B-17 aircraft. The navy at Guantanamo has been notified.

R. M. MORRISS, JR.
CAPT., A. C., Duty Officer

1. What was he doing flying an A-20 in first place
2. Notify casualty section one minute to dependents. (Col Maylon notified) Let Maylon know when Mrs Schneider is notified

air ab 452.1 Africa

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

DECLASSIFIED
DOD Dir.
8 Jun. & 30 June 1974
By OSD Hist. Sec. Date 10-7-74

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WAR DEPARTMENT
Headquarters Army Air Forces
[redacted]
WASHINGTON

October 22, 1942.

MEMORANDUM FOR GENERAL HANLEY:

Subject: Water Shipment of Fighter Aircraft to the West Coast of Africa.

1. Pursuant to conversation October 21, which you had with Colonel Williams of this Division, relative to comparative efficiency of Commercial Carriers vs. the Army Transport Service in the shipment of crated fighter airplanes to the West Coast of Africa, the following information is furnished:

a. Army Transport Service.

34 P-40's shipped from Charleston August 29, arrived Freetown October 10. From the best information available, they are still at Freetown since the British will not let the vessel out of the port due to the submarine menace.

14 P-40's were shipped out of Charleston on September 8, and are due to arrive at Freetown today, October 22. Information obtained from the Transportation Corps, SOS, is to the effect that the reason for the great delay in the arrival of these vessels on the West Coast of Africa is due to the fact that they had to be convoyed to Trinidad and there is some difficulty leaving Trinidad due to submarines.

b. Commercial Carriers.

38 P-40's were shipped from New York on September 5, via a fast boat, and arrived at Takoradi on September 19, a 14-day run. Incidentally, these airplanes have now all been erected and are enroute to the Middle East.

The reason that the Commercial Carriers compare more favorably than Army Transport Service is that they make a direct run from New York to the West Coast of Africa somewhat as a blockade runner, and they have enough speed so that dangers from interdiction from submarines is minimized.

FOR DEFENSE
BUY
UNITED STATES DEFENSE BONDS AND STAMPS

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~~SECRET~~

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FANW

Air AG 452.1 Africa (1)

Air AG 452.1 Africa (2)

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2. Since our commitments in the Middle East are such that we must have a steady and dependable flow of aircraft to our assembly plant in West Africa, we are setting up all replacement airplanes for shipment from New York by Commercial Carrier, and in this connection you are advised that 56 P-40's are scheduled to leave today with an additional 45 on October 24.

3. Apparently, good progress has been made at Lagos as a cable received recently stated that they were all set to go and all they needed was "plenty of work."

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

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DOD Dir.
5 Jan. & 20 June 1974
By dl Lwr, NC; Date 10-7-74

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DECLASSIFIED

August 28, 1942

Air Transportation for S.O.S., [redacted]

I [redacted]

[redacted]

452.1 Africa (2)

1. Reference is made to communication, 1st Indorsement thereto, Headquarters Services of Supply, dated July 2, 1942, and Memorandum for the Assistant Chief of Staff, G-4, from the Air Transport Command, dated August 2, 1942.

2. Transport requirements of combat theaters and of Troop Carrier units entitled to Priority will not permit the assignment of transport airplanes as requested in basic communication.

3. At the present time no aircraft are being constructed to specifically meet minimum plane requirements. Transport aircraft assigned to the Troop Carrier Command and the Air Transport Command are modified to carry litters and may be used on other planes when the necessity exists.

4. Pending the future availability of transport aircraft, it is recommended that in communicating request for air (substitute) transportation be made directly on the [redacted] making Officer, Attention Chief of the Air Transport Command.

For the Commanding General:

[redacted]
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

Dispatched
AUG 17 1942
AAG

1 Incl.
AGO 452.1 Africa (7-4-42)
w/Incls.

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DOD Dir. 5 Jan. & 20 June 1974
By [illegible] NC, Date 10-1-76

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

File No. _____

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

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Tally No. AAF _____

SUBJECT: Air Transportation for S.O.S., USAFICA

NO.	FROM	TO	DATE	COMMENTS
4.	AFROM O-5nf	AFDAS	1942 8/12	Noted. In view of Item 3, no action will be taken by this Directorate. H. P. tal Brig.Gen.USA Dir.,WO&M Incl: n/c
	U.S. Army Air Forces AUG 13 ... AAG RECEIVED			
5.	DAS	MAF	8/17	For dispatch of attached dispatch form to OPD.

WSE

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AF-WD/1, AP. Rev. 8/14/41

Page No. 2

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Air Adjutant General's Office

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DOD Dirs
8 Jan. & 20 June 1974
By: [illegible] NC, Date 10-17-74

HEADQUARTERS ARMY AIR FORCES
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ROUTING AND RECORD SHEET
DECLASSIFIED

File No. _____

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

Tally No. AAF _____

SUBJECT: Air Transportation for S.C.S., USAFTCA

NO.	FROM	TO	DATE	COMMENTS JRC:JB
1	AFMAG	AFDAS	1942 8-5	For approval of attached Memorandum of August 2nd from AFATC to OPD, W.D.G.S., or comment. J.R.C. Lt.Col., A.G.D. Asst. Air A.C. 1 Incl. OPD 452.1 Africa (7-4-42) w/incls.
2	AFDAS	AFROM thru AFACT	1942 8-7	WJF:JT 1. For necessary action.
				[redacted] General Staff, as requested in Item 2 above. Incl. DF to OPD w/incls. R. W. H. C/AFACT

(Do not use this side) P-4071, AF, Rev. 8/14/41

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Air AG 452.1 Africa (2)

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DOD Dir.
5 Jan. & 20 June 1974
By dlw/ltr. IC. Date 10-7-76

DECLASSIFIED

Air Transportation for S.O.S., USAFICA

1 AFMAC AFDAS 1942 8-5 For approval of attached Memorandum of August 2nd from AFATC to OPD, W.D.G.S., or comment.

J.B.C.
Lt.Col., A.C.
Asst. Air A.

1 Incl.
OPD 452.1 Africa (7-4-42)
w/incls.

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Def.
Bomb.
Gr. Sup.
Gen S.
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452.1 Africa (2)

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Air Ab 452 1 Africa (2)

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DOD Dir.
5 Jan. & 20 June 1974
By dlw/ltr. IC. Date 10-7-76

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AFAOT
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DECLASSIFIED

June 19, 1942

SUBJECT: Report on Transportation of U. S. Army P-40-E Aircraft from Naval Air Station, Quonset Point, R.I., to Accra, Gold Coast, Africa.

TO: Admiral E. J. King, U. S. Navy,
Commander in Chief, United States Fleet,
Navy Department,
Washington, D. C.

I am returning, herewith, your memorandum and report about the recent operation of the carrier which delivered our pursuit planes to Accra. It was indeed a beautifully handled operation and I appreciate your calling to our attention, the points in which our airplanes and personnel were lacking.

Prior to any future operation of this kind, we would like to take advantage of your carrier layout at Norfolk so that our personnel will have actual experience in take off's from the area comparable to a carrier.

Your comment on the lack of secrecy shown by the Army personnel is a serious one. Proper action is being taken by this Headquarters to remedy this, and I would appreciate your reporting to me any other instances of the violation of secrecy regulations.

H. H. Arnold

hm

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

JUN 21 1942
AAG

Incl:
Report, subj. as abv.,
from Admiral King.

file
Air Ab 452

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452.1 Africa

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

March 7, 1942

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Status of Recent Flight of P-40 Airplanes to Alaska.

1. The following is the status of the flight of P-40 airplanes which departed Spokane for Alaska at 1308 on March 3, 1942 and additional P-40's for Alaska:

a. Four (4) P-40's arrived at Ladd Field

b. One (1) C-53 arrived at Ladd Field

2. Out of fourteen (14) additional P-40's from San Antonio Air Depot, six (6) are at Midland, Texas and eight (8) are due to leave today, March 7th, for Spokane.

3. This report was received by telephone from General Wooten at 1:00 P. M. today.

For the Chief of the Air Staff

H. S. VANDENBERG,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-3

Rec'd 3/7/42 - A.A.F.

Air Ops 452.1 Alaska (SF)

3/7/42 Noted

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Air Ops 452.1 Alaska (SF)

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

March 4, 1942.

MEMORANDUM FOR COLONEL H. S. VANDENBERG:

1. The following information was telephoned by Lt. Colonel Smith from GHQ to Major MacCloskey at 1:16 today. The following is a list of the pilots who departed from Spokane at 13:08, March 3rd.

1st Lieutenant F. L. O'Brien	— C-53
1st Lieutenant J. B. Chenault	— P-40
1st Lieutenant E. H. Woodruff	— P-40
1st Lieutenant E. R. Booth	— P-40
2nd Lieutenant J. F. Davis	— P-40

This flying echelon arrived Edmonton 17:49 same date.

2. 1st Lieutenant J. B. Chenault led the flight of the 11th Pursuit Squadron to Alaska, and Woodruff, Booth and Davis have all made the flight before. Lt. Colonel N. D. Sillian, the Group Commander, is in Spokane supervising the flights. He has had 12-1/2 years service.

3. 1st Lieutenant F. N. Gallagher (4-1/2 years service) will fly the B-26 to Bronse accompanying flight of five P-40's if parts have arrived in time for departure today. Pilots as follows:

1st Lieutenant C. A. Cayle - 1200 hours; 3 years service.
1st Lieutenant L. T. Houck - 600 hours
1st Lieutenant Littlehouse - 600 hours
2nd Lieutenant A. F. Aiken - 550 hours
2nd Lieutenant C. H. Wight - 500 hours.

4. Two pilots remain at Spokane:

1st Lieutenant J. B. Murphy - 700 hours
2nd Lieutenant L. M. Chandler - 500 hours.

These pilots will fly other P-40's when they are ready.

5. Colonel Smith stated that he would ask General Wooten to 'Phone Colonel Ramey and direct that the Chief of the Army Air Forces be notified direct as to the status daily of the airplanes from Spokane to Alaska.

Monro MacCloskey

MONRO MacCLOSKEY
Major, Air Corps

3/9

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By [illegible] LC, Date [illegible]

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March 7, 1942.

Airplanes for Alaska Defense Command.

Ltr AG 452.1 (Alaska) (3-7)

Primary interest

AAF/A-3
MacC-ek

War Dept. Army
MAR 10 1942
AG Records

For the Chief of the Air Staff

H. S. VANDENBERG
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

Dispatched
MAR 10 1942
AAG

Incl:
Ltr frm CG to
CG, NDC 2/12/42
w/1 Ind. and Incls as listed

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

Chief of Staff	Secy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-5	A-Insp.	Budget	Statistics
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SUBJECT: Airplanes for Alaska Defense Command.

452.1-HDC-C 2d Ind.

GENERAL HEADQUARTERS, U. S. ARMY, Army War College, Washington, D. C., March 1, 1942 - To The Adjutant General, Washington, D. C.

Attention is invited to preceding indorsement. While the situation regarding the shortage of aircraft is understood, the urgent demands being made by Theater Commanders, particularly the Commanding Generals of the Caribbean and Western Defense Commands, indicates that a restudy should be made of the present distribution of Air Force units and of the allocation of future production.

For the COMMANDING GENERAL:

(Signed) J. W. RAMSEY

2 Incls.n/c.

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

SUBJECT: Airplanes for Alaska Defense Command.

AG 452.1 (2-12-42)MSC 3rd Ind. RPM/wed-1705.

War Department, A.G.O., March 3, 1942. - To: Chief of the Army Air Forces.

Attention is invited to the preceding 2nd Indorsement.

By order of the Secretary of War:

(signed)

2 Incls. n/c

Adjutant General.

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ARMY WAR COLLEGE
WASHINGTON, D. C.

A52.1-WDC-0 12 February, 1942

SUBJECT: Airplanes for Alaska Defense Command.

TO: Commanding General, Western Defense Command,
Presidio of San Francisco, California.

1. This headquarters has been informed by the A-3 Staff, Army Air Forces that:

a. The total of fifty (50) P-40's will have been winterized and made available either in or en route to Alaska by February 15th.

b. Twenty-six (26) B-26's will have been winterized and furnished to Alaska by March 15th.

c. Three (3) LB-30's and one (1) B-17-E have been designated for the Heavy Bombardment Squadron, Alaska Defense Command. These will be winterized and equipped with A.S.V. equipment but will not be available for at least thirty (30) to forty-five (45) days.

d. There is no immediate possibility of increasing the five (5) squadrons already assigned to Alaska Defense Command. However, when present commitments permit, it is planned to increase the air units assigned to Alaska Defense Command to:

1 Pursuit Group,
1 Medium Bombardment Group,
1 Heavy Bombardment Group,
1 Transport Squadron.

2. The above is furnished for your information.

For the COMMANDING GENERAL:

(Signed) J. W. RAMSEY

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

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By [illegible] NSC Date 12-7-77

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WAR DEPARTMENT

Basic: Ltr GHQ 452.1-WDC-C 12 Feb 42 Subj: "Airplanes for Alaska Defense Command."

1st Ind

452.1-WDC
HQ WESTERN DEFENSE COMMAND AND FOURTH ARMY, Pres SF Calif. 19 Feb 42 -
To: COFT GHQ Army War College, Washington, DC

1. With reference to the information contained in the basic communication, the 50 P-40's have been winterized and some have been, and the remainder are now being flown to Spokane for movement to Alaska.

2. Information has been received that the B-26 planes are now being flown to the Ogden Depot for winterization.

3. With reference to the information contained in sub-paragraphs g and j, basic communication, the undersigned desires to state that the information contained therein will be ineffective as far as the defense of Alaska is concerned. The assignment of three LB-30 planes and one B-17E plane to the heavy bombardment squadron, Alaska Defense Command, equipped with A.S.V. equipment, will be helpful to a limited degree only; but it by no means suffices to meet the minimum requirements in aviation for the aviation element of the Alaska Defense Command.

4. Attention is invited to my letter to the Commanding General, Field Forces, dated February 9, 1942, Subject: "Reinforcing Air Units for the Alaska Defense Command," and first indorsement dated February 10, 1942, on letter from the Adjutant General, dated February 3, 1942, file AG 452.1, Subject: "Allotment of Aircraft for Alaska," copies attached. As I stated therein, I have endeavored for nineteen months by every means at my disposal to have the air element of the Alaska Defense Command brought up to its authorized strength. Frankly I cannot understand, considering the great production program now under way, why the comparatively few units that have been authorized and repeatedly asked for cannot be designated and equipped for movement to Alaska.

5. To summarize: The authorized strength of the aviation units of the Alaska Defense Command is as stated in sub-paragraph j, basic communication. I have been informed repeatedly that is is planned to increase the air units assigned to the Alaska Defense Command to this strength. But action is necessary; planning is not sufficient. The time has arrived when the units should be designated and moved to their stations.

6. It would seem to be unnecessary for me to emphasize the necessity for an increase in the present inadequate air strength of this garrison. What is being asked for is not an increase, but simply a plea to bring the air element of that garrison to the strength that has been authorized for a long period of time.

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WAR DEPARTMENT

Basic: Ltr GHQ 452.1-WDC-C 12 Feb 42 Subj: "Airplanes for Alaska Defense Command."

7. I again request, therefore, that the present heavy bombardment squadron (the 36th) now in Alaska, be equipped with its full allowance of heavy bombardment planes. The one B-17E and the three LB-30's which the basic communication states will not be ready for from thirty to forty-five days will, when they arrive in Alaska, constitute but one-half of the equipment that should be supplied this unit. Four (4) additional B-17's must be assigned to this unit and dispatched to Alaska. It is further requested that one pursuit squadron, one bombardment squadron, medium, and two bombardment squadrons, heavy, be designated for assignment to the Alaska Defense Command and moved to Alaska at the earliest possible moment; and in addition to the above, that another pursuit squadron be designated for movement to Alaska in March for assignment to the air field at Otter Point, Umnak Island, now under construction, as requested in my letter of February 14, 1942, field 452.1 ADC (Air), Subject: "Reinforcing Air Units for Alaska Defense Command."

8. I have, in several communications, called the attention of higher authority to the fact that it is reasonable to expect an attack in the Alaska area at any time. The recent publicity given to Alaska has done much to attract the attention of the enemy to that area in this respect.

9. The undersigned, and the Commanding General, Alaska Defense Command, are endeavoring by all means at their disposal to forward to completion the defense preparations now under way; but unless the air element of that garrison (which element is extremely modest considering the importance of the area in question) is supplied, the dangerous situation now existing for the lack of air units will be immeasurably increased.

(Signed) J. L. DeWitt

J. L. DeWITT
Lieutenant General, U. S. Army
Commanding

2 Incls:
Incl 1-Copy ltr TAG 3 Feb 42
452.1 MSC-C w/1st Ind
10 Feb 42.
Incl 2-Copy ltr WDC & 4th Army
9 Feb 42, 384-ADC.

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DOD Dir. 5200.9
6 Jan & 20 June 1974
NSA, Sec. 3(C), Date 18-7-76

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AG 452.1
(1-27-42)MSC-G

MNE/fm-1705.

February 3, 1942

SUBJECT: Allotment of Aircraft for Alaska.

TO: Commanding General, Western Defense Command.

1. In view of the fact that there has recently been a reallocation of Air Units to the Eastern and Western Theaters, Task Forces, and the Air Force Combat Command, it will be impossible at this time to furnish additional aircraft for Alaska over and above this allotment. Present air disposition in Alaska will have to be furnished from the allotment made to the Western Theater.

2. The Western Theater of Operations (including Alaska) has been allotted the following Air Force units:

1 Bombardment Group and 1 Squadron (Heavy)
2 Bombardment Groups and 1 Sqadron (Medium)
3 Pursuit Groups and 2 Squadrons

Of this force, 5 combat squadrons to be equipped with modern, winterized aircraft have been allocated for Alaska as follows:

1 Bombardment Squadron (Heavy)
2 Bombardment Squadrons (Medium)
2 Pursuit Squadrons

36th Bomb Sq (H) Now in Alaska - To be equipped with B-17's.
73rd Bomb Sq (M) Now in Alaska - To be equipped with B-26's.
77th Bomb Sq (M) Equipped with B-26's - Prepared on West Coast (En route to Alaska).
11th Pur. Sq Equipped with P-40's - Prepared on West Coast (En route to Alaska).
18th Purs SQ Now in Alaska with P-36's; to be replaced by P-40E's.

By order of the Secretary of War:

/s/ Joseph L. Clark

Adjutant General.

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DOD Dir. 5200.9
6 Jan. & 29 June 1994
By [illegible] NCI Date 10-7-14

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IMMEDIATE ACTION

BASIC: Ltr WD AGO AG 452.1 (1-17-42)MSC-G to CG WDC Subj: "Allotment of Aircraft for Alaska," 3 Feb 42.

1st Ind.

HQ WESTERN DEFENSE COMMAND & FOURTH ARMY, Pres SF Calif. 10 Feb 42 - To: CG AF Army War College, Washington, DC.

1. The allotment of air units to the Alaska Defense Command set forth in paragraph 2, basic communication, conforms in part to the recommendation contained in my letter of February 9, 1942, to your headquarters, file 384-ADC, Subject: "Reinforcing Air Units for the Alaska Defense Command."

2. The allotment referred to falls short of the units now authorized for the Alaska Defense Command by:-

1 Pursuit Squadron
1 Bombardment Squadron (M)
2 Bombardment Squadrons (H)

Any allotment of aviation less than that already authorized is inadequate.

3. While the allotment will, in a limited measure, rectify the dangerous condition now existing due to the lack of units equipped with modern planes of the proper type, it will not even do this if there is any further delay in supplying the planes that it is stated in the basic communication will be supplid.

4. It is therefore requested that the B-17 planes to equip the 36th Bombardment Squadron (H), and the B-26 planes to equip the 73d Bombardment Squadron (M), be winterized at once and made available for delivery in Alaska to the units named. Twenty P-40 planes, now being winterized at the San Antonio Air Depot for equipping the 18th Pursuit Squadron and movement to Alaska should, according to information received this date, if the parts required for their winterization are not further delayed, be ready by February 16, 1942.

5. It is out of the question to furnish any additional units other than those specified in the basic communication from the units allocated to the Western Defense Command and stationed in continental United States. The additional units required for the adequate air defense of Alaska as set forth in paragraph 1, this indorsement, will have to be designated from units other than those assigned or alloted to the Western Defense Command for operation in the United States proper.

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CG 4th Air Force:
CG ADC

J. L. DeWitt
Lieutenant General, U. S. Army
Commanding

IMMEDIATE ACTION

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DOD Dir. 5200.9
9 Jan. & 29 June 1994
By [illegible] Date 12-7-94

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COPY

HEADQUARTERS WESTERN DEFENSE COMMAND AND FOURTH ARMY
OFFICE OF THE COMMANDING GENERAL
Presidio of San Francisco, California

384-ADC

9 February 1942

Subject: Reinforcing Air Units for the Alaska Defense Command.

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

1. Having been unsuccessful to date to obtain equipment or units to bring the Alaska Defense Command to its authorized strength of one pursuit group, one bombardment group, medium and one bombardment group, heavy; and in view of the fact that an attack on Alaska can reasonably be expected at any time; and further that it is anticipated the air base at Otter Point, Umnak Island, will be ready for use in April, unless the construction now under way is interfered with and delayed by enemy action, I again request that the remaining air units authorized for the Alaska Air Force be immediately designated and ordered there.

2. If the above action cannot be taken at once then I recommend as a partial measure, at least, that:

a. The 73d Bombardment Squadron, Medium, and the 36th Bombardment Squadron, Heavy, now partially equipped with the B-18 plane, be equipped at once with modern planes of the proper type - the 73d Bombardment Squadron with the B-26's and the 36th Bombardment Squadron with the B-17's.

b. That one additional heavy bombardment squadron equipped with B-17 planes be designated and ordered to station there.

3. The present strength of the Alaska Defense Command of two Pursuit Squadrons and three Bombardment Squadrons (two of which are only partially equipped) is entirely inadequate and must be reinforced without delay.

4. As stated above, I have been endeavoring since July 1940, by every means at my disposal to have the air element of the Alaska Defense Command brought up to its authorized strength and have met with but limited success. The reason always given heretofore has been that planes were not available for the purpose. In view of the fact that the number of planes to equip the

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By ... NC Date ...

BASIC: Ltr Hq WDC & Fourth Army Subject: "Reinforcing Air Units for ADC," file 384-ADC 9 Feb 42 to COFF

present units and the limited reinforcements herein requested are very modest, certainly production is now sufficiently advanced to meet this urgent need.

5. Furthermore, a very necessary requirement to permit the utilization of air units in Alaska at their full operative capacity is the flying training of personnel in the element peculiar to Alaska. And even if the time that is available for such training may now be short, full advantage should be taken of it. The necessity for doing this has been emphasized by the recent plane casualties caused by attempting to fly to Alaska the Pursuit Squadron and the Bombardment Squadron recently ordered to station there.

J. L. DeWITT
Lieutenant General, U. S. Army
Commanding

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CG 4th Air Force
CG ADC

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

Date Feb 20, 1942

TO:

___Chief of the Army Air Forces.
___C.G., Air Force Combat Command.
___Chief of the Air Corps.
___Chief of the Air Staff.
___Secretary of the Air Staff.
___A-1 Division.
___A-2 Division.
___A-3 Division.
___A-4 Division.
___Air War Plans Division.
___Budget Section.
___Statistics Section.
___Air Inspector.
___A.F. Files.

Col. Dick for Gen Arnold

Rush. H. 2/20/42

File. Necessary directive written 2-24-42 to furnish 1 YC-[illegible] and 1 C-39 to Ladd Field. CG ADC advised by radio

tel A-3

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

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DOD Dirs.
5 Jan. & 30 June 1974
By AG (ltr) 10 Dec 10-7-74

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

February 21, 1942.

MEMORANDUM FOR CHIEF OF THE ARMY AIR FORCES.

1. With reference to the attached correspondence, subject: "Airplanes for Salvage Operations in Canada", according to the best information I can get the following airplanes are involved:

P-40 Airplanes (3)

One at Fairbanks Airport
Two at Fort Nelson Airport

Three left Spokane, and I have been unable to obtain information as to where these are located.

B-26 Airplanes (5)

One at White Horse Airport
One at Watson Lake Airport
Three made landings in the woods between Fort Nelson and Watson Lake Airport.

2. I do not know the condition of these airplanes, but I understand that some of them were slightly damaged and are on airports. I believe that an effort should be made to salvage or repair those airplanes which are easily accessible or easily repairable. I do not believe that any effort should be made to salvage any airplanes which are badly damaged or not easily accessible.

3. Recommend that the one XC-64 airplane be assigned to Ladd Field and that the one C-39 airplane be loaned to Ladd Field, as recommended, with definite instructions that they will undertake the repair or salvage of only those airplanes which are readily accessible and easily repairable or salvaged.

Re AG 452.1 Alaska (3-5-42)

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

1 Incl.
Memo for C/AAF, 2/19/42 fr
Asst.Ch.Air Staff,A-3 w/Incl.

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DOD ltr.
8 Jun. & 30 June 1974
By ... NC, Date 10-7-74

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

February 19, 1942

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Airplanes for Salvage Operations in Canada.

I. Discussion.

1. Reference is made to attached radiogram No. SNVD from Commanding General, Alaskan Defense Command, requesting 2 YC-64 and 1 C-47 airplanes for use in salvaging 8 damaged airplanes now in Canada.

2. One YC-64 airplane will be delivered by the contractor to the Army in approximately one week. This airplane was ordered without skiis, but skiis can be furnished from stock by the contractor. This airplane was originally intended for use in British Guiana but is not needed now as an OA-9 airplane has been sent there.

3. No other YC-64 airplanes are under contract, but the manufacturer could furnish another from stock. The manufacturer is willing either to sell or lend this airplane.

4. A C-47 airplane could not be spared for this work, but a C-39 airplane from the Bolling Field Pool, now on temporary loan to the Ferrying Command will be available within the next two weeks. The C-39 has wide doors; it can carry airplane engines, and it should be as suitable as a C-47 in this case.

5. According to the attached radiogram, salvage must be completed before April 15 or otherwise abandoned.

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II. Recommendations.

1. That skiis be purchased for the one YC-64 airplane on contract, and that this airplane be permanently assigned to Ladd Field.

2. That the one C-39 airplane from the Bolling Field Pool be loaned to Ladd Field until April 15.

3. That as much salvage as possible be completed with this equipment within the time available.

For the Chief of the Air Staff

H. S. VANDENBERG,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-3.

1 Incl.
Cpy radio no.SNVD
frm CG,ADC to C/AC
2/14/42

Approved by Marshall.

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DOD Dir.
E.O. 12958 Sec. 3.6 & 20 June 1974
By [illegible], NARA, Date 10-7-96

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RADIOGRAM

HET
SWD
1022 Time Filed

AG-4
Feb. 14, 1942
12:08 PM

From: Hq. ADC Ft. Richardson, Ala.

To: Chief of Air Corps

PARAPHRASE

February 14

For use in salvaging the 8 damaged airplanes now in Canada, request that following aircraft be assigned this force immediately: 1 C-47 airplane and 2 YC-64 aircraft complete with wheels and skis. The remaining YC-64 at Ladd Field is needed for local use in salvage operations, and there are no suitable commercial aircraft available that can be chartered. Any parts unrecovered by breakup, estimated as 15th April, must be abandoned so imperative for completion of salvage operations by that time. Ferry crews can be furnished by us.

Buckner CG, ADC

Received in Cable Section, AAF/AAG
3:35 PM 2-14-42
Paraphrased by Lt. King:jdb

Distribution
ACTION COPY TO: AAF/A-3

Air Forces
Gen. Arnold
Gen. Harmon
A-1
A-4

Col Vanderburg
Col Handley

Why not let them stay as they are until we can get some more planes & have some ground crew trained - Let me know after this

INFORMATION

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OCD Hrs
8 Jan. & 20 June 1974
By ALo. Inc. HQ. Date 8-7-74

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AAF/A-3
TAL-ds

February 19, 1942

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Airplanes for Salvage Operations in Canada.

I. Discussion.

1. Reference is made to attached radiogram No. SNVD from Commanding General, Alaskan Defense Command, requesting 2 XC-64 and 1 C-47 airplanes for use in salvaging 8 damaged airplanes now in Canada.

2. One XC-64 airplane will be delivered by the contractor to the Army in approximately one week. This airplane was ordered without skids, but skids can be furnished from stock by the contractor. This airplane was originally intended for use in British Guiana but is not needed now as an O-49 airplane has been sent there.

3. No other XC-64 airplanes are under contract, but the manufacturer could furnish another from stock. The manufacturer is willing either to sell or lend this airplane.

4. A C-47 airplane could not be spared for this work, but a C-39 airplane from the Bolling Field Pool, now on temporary loan to the Ferrying Command will be available within the next two weeks. The C-39 has wide doors; it can carry airplane engines, and it should be as suitable as a C-47 in this case.

5. According to the attached radiogram, salvage must be completed before April 15 or otherwise abandoned.

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

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II. Recommendations.

1. That skis be purchased for the one XC-64 airplane on contract, and that this airplane be permanently assigned to Ladd Field.

2. That the one C-39 airplane from the Bolling Field Pool be loaned to Ladd Field until April 15.

3. That as much salvage as possible be completed with this equipment within the time available.

For the Chief of the Air Staff

H. S. VANDENBERG,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-3.

1 Incl.
Cpy radio no.6NVD
frm CG,ADC to C/AC
2/14/42

FEB 20 1942
AAG RECEIVED

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
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auth 337453.1 Alaska

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DOD Dir.
5 Nov. & 20 June 1974
By [illegible] NC Date 10-7-74

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RADIOGRAM

AG-4
Feb. 14, 1942
12:00 PM

REF
GHQ
None Filed

From: Sq. ASC Ft. Richardson, Ala.

To: Chief of Air Corps

February 14

For use in salvaging the 6 damaged airplanes now in Canada, request that following aircraft be assigned this force immediately: 1 B-17 airplane and 2 B-24 aircraft complete with wheels and skis. The remaining B-24 at Ladd Field is needed for local use in salvage operations, and there are no suitable commercial aircraft available that can be chartered. Any parts unrecovered by breakup, estimated as 15th April, must be abandoned as imperative for completion of salvage operations by that time. Every crews can be furnished by us.

Bunker CO, ASC

Received in Cable Section, AAF/AAG
3:35 PM 2-14-42
Paraphrased by Lt. King:jdb

Distribution
ACTION COPY TO: AAF/A-3

Air Forces
Gen. Arnold
Gen. Harmon
A-1
A-4

"Why not let things stay as they are until we can get some more cargo planes & have some good weather - No percentage sending good money after bad." H.H.A.

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

Date Feb 11, 1942

TO:

___Chief of the Army Air Forces
___C.G., Air Force Combat Command
___Chief of the Air Corps
___Chief of the Air Staff
___Secretary of the Air Staff
___A-1 Division
___A-2 Division
___A-3 Division
✓A-4 Division - Col Schneider
___Air War Plans Division
___Budget Section
___Statistics Section
___Air Inspector
___A.F. Files

for c/c + return to Air
AS for signature

Concurred in by
A-3 + A-4

gjc

[redacted]
Assistant Air Adjutant General

AAF-110

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DOD Dirs.
6 Jan. & 30 June 1974
By: [illegible] "LC; Date 10-7-74

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452.1 Alaska (34)

SUBJECT: Parts for Winterization of Airplanes

1st Ind. (14-8)

War Department, Headquarters, Army Air Forces, Washington, D. C.,
FEB 23 1942
TO: The Commanding General, General Headquarters, U. S. Army, Army War College, Washington, D. C.

1. Necessary action has been initiated to winterize the twenty-five (25) P 40-E airplanes at San Antonio Air Depot. Parts necessary to complete the required work are being obtained from stock and manufacturers. Twelve (12) airplanes will be available for transfer by February 6, 1942.

2. The remaining thirteen (13) airplanes cannot be made available prior to February 11, 1942, due to the fact that the propeller contractor is unable to deliver thirteen (13) sets of propeller anti-icing equipment prior to February 11, 1942. The airplanes will be complete with the exception of the above equipment on February 11, 1942. Upon receipt of the propeller anti-icing equipment, San Antonio Air Depot will complete installation at the rate of four (4) per day, thus completing the delivery of the airplanes approximately February 15, 1942.

written 2/4/42
FOR:ru

FOR THE CHIEF OF THE ARMY AIR FORCES

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

2/13

TO MAIL & RECORD ROOM
Sub
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATER.
MEDICAL
MILITARY PERS.
PLANS
TRAIN. & OPER.
Air Ser. Com.

I Incl.
n/c

Dispatched
FEB 23 1942
AAG

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FOR

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Ar ab. 452.1 Alaska (34)

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E.O. 12356, Sec. 3.3 & 3.4(b)
By [illegible] NARA, Date 10-7-16

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COPY

GENERAL HEADQUARTERS, U. S. ARMY
ARMY WAR COLLEGE
WASHINGTON, D.C.

SECRET
Auth: CC FF
By:
Date 1-27-42

In reply refer to:
452.1 WDC-AWn

January 27, 1942

SUBJECT: Parts for winterization of airplanes.

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

1. Attached hereto is a paraphrased copy of secret radiogram received from the Commanding General, Western Defense Command.

2. It is requested that action be initiated to supply parts requested, without delay, for completion of winterization of airplanes allocated to Alaska.

3. Request that priority be given to this project, and that this headquarters be informed as to the probable date of completion of the work and date planes will be available for transfer.

For the COMMANDING GENERAL:

1 Incl:
#1-Para cy rad WDC 407.

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

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

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000 Rts.
E.O. 12958, Sec. 3.6 & 3.10 June 1974
By dcn NARA, Date 10-7-96

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

FEB 11 1942

SUBJECT: Parts for Winterization of Airplanes.

TO: Chief of the Army Air Forces.

The attached 1st Indorsement, in reply to letter from the General Headquarters, U. S. Army, Army War College, Washington, D.C., dated January 27, 1942, subject as above, is forwarded herewith for signature in your office.

For the Chief of the Air Corps:

DONALD F. FRITCH
Lieut Col., Air Corps
Assistant Executive
Materiel Division.

1 Incl.
1st Ind., with basic
letter, 1/27/42

Hq. Army Air Forces
FEB 11 ...
AAG RECEIVED

(1st Ind coordinated with A-3 (O&E Sec) 2-17-42
coordinated A-4 NYB

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air 8B457.1 Alaska (34)

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NND 970...
8 Jan. & 20 June 1974
By ... NARS, Date 10-7-74

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SECRET

AAF/A-3
DWH-ds

written 2/7/42

FEB 1 01942

SUBJECT: Replacement of Airplanes That Crashed En Route to Alaska.

TO: The Chief of the Air Corps.

1. It is directed that the necessary arrangements be made to replace the P-40 and B-25 airplanes that crashed en route to Alaska.

2. This confirms telephone conversation between Lt. Colonel D. N. Hutchison and Lt. Colonel Wm. T. Hefley.

By Command of Lieutenant General Arn

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

452.1 Alaska (33)

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

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Air 452.1 Alaska 38

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DOD ltr.
9 Jan. & 23 June 1974
By ... 10-1-75

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AAF/A-3
GHQ*Ca

written 2/24/42

2d Ind.

WD, HQ ARMY AIR FORCES, Washington, D. C. FEB 26 1942 To: Commanding General, Field Forces, GHQ, Army War College, Washington, D. C.

Due to previous commitments and urgent military requirements, there are no DC-3 type transports available for release to the Regional Manager of the Civil Aeronautics Authority of Anchorage, Alaska.

FOR THE CHIEF OF THE ARMY AIR FORCES
JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

452.1 Alaska (32)

Dispatched
FEB 26 1942
AAG

Hq. Army Air Forces
FEB 25
AAG RECEIVED

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

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Air WD 452.1 Alaska (32)

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DOD Dir. 5200.9 Sept. 27, 1980
By [illegible] NARS, Date 10-7-94

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IMMEDIATE ACTION

AIR MAIL

HEADQUARTERS WESTERN DEFENSE COMMAND AND FOURTH ARMY
Presidio of San Francisco, California
WAR DEPARTMENT

452.1 (Air) OFFICE OF THE COMMANDING GENERAL

February 1, 1942.

Subject: Cargo Aircraft for C.A.A., Alaska.

To : The Commanding General, Field Forces, GHQ,
Army War College, Washington, D. C.

1. It is requested that assistance be given the Regional Manager of the Civil Aeronautics Authority of Anchorage, Alaska in his effort to procure suitable cargo aircraft for transportation of personnel, supplies and equipment between C.A.A. stations in Alaska.

a. A message received by this headquarters from the Commanding General, Alaska Defense Command, Ft. Richardson, Alaska, stated that the Regional Manager, C.A.A. had attempted to procure cargo aircraft and had been informed that single-engined aircraft of the Bellanca Air Cruiser type only were available.

b. He urges that two (2) bi-motored airplanes of the DC-3 type be allotted to the C.A.A. for use in Alaska, pointing out that loads to be carried, distances to be covered and hazards to navigation make the single-engined airplanes unsuitable.

c. The communication further states that in time of emergency the cargo airplanes in use by the C.A.A. in Alaska would be made available to the military authorities and infers that their presence would thus be a potential military value in addition to that value which is gained by their use in furthering the construction of airfields which are vital for the use of the Alaskan Air Force.

2. The completion and successful operation of the C.A.A. airfields, radio ranges and communications systems in Alaska is necessary to the operation of military air units. All assistance that can be furnished to hasten the date at which this network of air aids in Alaska will be in use should be granted.

3. Proper and suitable air transportation will assist greatly in accomplishing the early completion of this program.

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4. It is therefore recommended that two (2) bi-motored airplanes of the DC-3 type be made available to the Regional Manager, C.A.A., Anchorage, Alaska.

5. Advice as to what action has been taken is requested.

For the Commanding General:

/s/ E. T. Adler
E. T. ADLER
1st Lieut. A.G.D.
Asst. Adjutant General.

452.1-Ala-D 1st Ind.

GENERAL HEADQUARTERS, U.S. ARMY, Army War College, Washington, D.C., February 6, 1942. To: Chief of Army Air Force, Washington, D.C.

1. It is requested that consideration be given request in basic letter.

2. This Headquarters is desirous of having the completion of avation facilities now under construction in Alaska expedited.

For the COMMANDING GENERAL:

CLYDE L. HYSSONG,
Lt. Col., A.G.D.,
Adjutant General.

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8 Jan. & 30 June 1976
By [illegible] NCD Date 10-1-76
Dec

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Bolling Radio Section phoned at 8:15 A.M., 2-5-42 and gave following radiogram:

No. 02378
Taken at 050755

CHIEF AIR STAFF WASHINGTON DC
HAVE SOMFONE LOOK INTO STATUS OF WINTERIZING ONE EACH ADDITIONAL SQUADRON MEDIUM BOMBERS AND PURSUITS STOP PROCESSING SHOULD HAVE BEEN STARTED ABOUT TWO WEEKS AGO. SIGNED ARNOLD.

AG 452.1 Alaska

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DOD Dir.
8 Jun. & 20 June 1974
By [illegible] NSC LC, Date 6-7-76

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

February 6, 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Bomber and Pursuit Squadrons for Alaska.

The following is the status of the aircraft being winterized for the additional medium bomber and pursuit squadron for Alaska:

Medium Bomber Squadron (B-26B)

3 will be ready for delivery February 18
5 will be ready for delivery February 25
5 will be ready for delivery March 4
13

Pursuit Squadron (P-40E)

12 will be ready for delivery February 11
13 will be ready for delivery February 15
25

for H. S. VANDENBERG
Colonel, Air Corps
Asst. Chief of the Air Staff, A-3

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air 27453.1 Alaska (3)

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

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Memorandum No. W-48

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

February 8, 1942

DIRECTIVE MEMO FOR: A-8

Subject: Status of Winterizing of Bombers and Pursuits.

1. The following is a wire received from General Arnold to the Chief of Air Staff this date:

"Have attempt look into status of winterizing our tenth additional squadron medium bombers and pursuits stop processing should have been started about two weeks ago."

2. It is directed that A-8 take immediate steps to prepare the above action, reporting action on steps taken to this office on February 9, 1942.

By direction of Chief of Air Staff.

John V. Hunt, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
A-1
A-2
A-4
AWPD
AI
Col. Vanaman
Col. Hunt
Files

AHT/vv

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000 Hrs.
6 Jan. & 20 June 1974
By C. Fenton, NC, Dept. of Army

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AAF/A-3
DWH-de

February 6, 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Bomber and Pursuit Squadrons for Alaska.

The following is the status of the aircraft being winterized for the additional medium bomber and pursuit squadron for Alaska:

Medium Bomber Squadron (B-26B)
3 will be ready for delivery February 18
5 will be ready for delivery February 25
5 will be ready for delivery March 4
13

Pursuit Squadron (P-40E)
12 will be ready for delivery February 11
13 will be ready for delivery February 15
25

H. S. VANDENBERG
Colonel, Air Corps
Asst. Chief of the Air Staff, A-3

452.1 Alaska (31)

H. Harper
by hand

HEADQUARTERS ARMY AIR FORCES					COORDINATION						
Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sig Officer	
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Ref AG 452.1 Alaska (31)

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DOD Dir.
E.O. 11652 Sec. 4 & 30 June 1974
By CA Date 10-7-76

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February 6, 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Bomber and Pursuit Squadrons for Alaska.

The following is the status of the aircraft being winterized for the additional medium bomber and pursuit squadron for Alaska:

Medium Bomber Squadron (B-26B)

3 will be ready for delivery February 10
5 will be ready for delivery February 25
5 will be ready for delivery March 4
13

Pursuit Squadron (P-40E)

12 will be ready for delivery February 11
13 will be ready for delivery February 15
25

H. S. VANDENBERG
Colonel, Air Corps
Asst. Chief of the Air Staff, A-3

4/5-2.1 Alaska (31)

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AG 452.1 Alaska (31)

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DOD Dirs.
8 Jan. & 20 June 1974
By: [illegible] SAC; Date 10-1-74

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

January 21, 1942.

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Report of telephone conversation from Colonel Strahm to A-3 on the "Bronco" flights -- 10:05, January 21, 1942.

P-40's
7 at Anchorage
7 at Whitehorse
2 crashed at Ft. Nelson - cause unknown
1 at Calgary - bad engine
5 at Fairbanks - awaiting departure
1 crashed at Portland - landing accident
1 crashed at Sand Point
1 crashed at Medford
25

P-39's
1 at Whitehorse
2 at Anchorage
3 at Fairbanks
2 at Watson Lake
1 crashed at take-off at Whitehorse
*1 crashed landing at Watson Lake
3 made belly landings between Ft. Nelson and Watson Lake - on account of weather
13

*The crash landing at Watson Lake is supposed to be due to the fact that they couldn't tell where the runway was on account of snow.

Transports
2 at Anchorage
1 at Watson Lake
1 at Whitehorse
1 at Spokane, awaiting to accompany the fleet [illegible]
5

[illegible] the Chief of the Air Staff

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

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JAN 23 1942
AAG Received

A-620

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DOD Dirs. 5 Jan & 20 June 1974
By [illegible] NC Date 10-7-76

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

February 7, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, FIELD FORCES, UNITED STATES ARMY

Subject: Additional Planes (Army and Navy) for Alaska Defense Command.

1. In reference to the memorandum for the Chief of the Army Air Forces, subject as above, dated January 20, 1942, with enclosures from the Commanding General, Western Defense Command and Commanding General, Alaska Defense Command attached hereto, it is believed that the references to the possible augmentation of the Air Defenses of Alaska were answered by paragraph 1, letter to the Commanding General, Western Theatre, subject "Allotment of Airplanes for Alaska" dated February 3d, 1942, copy attached. This paragraph is quoted below:

> "1. In view of the fact that there has recently been a reallocation of Air Units to the Eastern and Western Theaters, Task Forces, and the Air Force Combat Command, it will be impossible at this time to furnish additional aircraft for Alaska over and above this allotment. Present air disposition in Alaska will have to be furnished from the allotment made to the Western Theater."

2. It is suggested that as a means of overcoming the difficulties specifically pointed out under paragraph 1g in the letter from the Western Defense Command (attached hereto), that the Commanding General, Western Defense Command, earmark certain air units for the specific purpose of re-enforcing Alaska. These units could have their airplanes winterized as rapidly as the depots can accomplish it, with due regard to other established priorities. When these are so modified, they could be returned to the Western Defense Command.

3. Should the Western Defense Command adopt this plan, it is recommended that winterization be accomplished by withdrawing two or three airplanes at a time for this purpose. This would reduce as much as possible, any interference in the combat readiness and availability of units designated

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

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452.1 Alaska (28)

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for that purpose.

4. The Navy has advised that orders have been issued to double the number of planes in their long range squadrons on the West Coast and that orders have also been issued to increase from three to six the number of long range boats at both Sitka and Kodiak.

FOR THE CHIEF OF THE ARMY AIR FORCES

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

2 Incl.
1. Ltr, ltr, 1-13-42 from CO, WDC to CO, FF, w/1 incl.
2. Copy ltr from AG to CO, Wt.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

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

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of Jan. & 20 June 1974

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452.1-VSE-6. January 29, 1942.

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Additional Planes (Army and Navy) for Alaskan Defense Command.

1. Reference is made to attached immediate action letter (w/1 incl), subject as above, dated January 15, 1942, from CG, USA to Commanding General, Field Forces, and to memorandum for CG, AAF, file 6-3/WPD-AS-Alaska, from Commanding General, Field Forces, dated January 5, 1942, subject, Air Defense of Alaska.

2. a. The recent augmentation of the Air Defense of Alaska by one, each, pursuit and bombardment squadrons, now makes available in Alaska:

Navy Bombardment — One squadron
Medium Bombardment — Two squadrons
Pursuit — Two squadrons

b. There is still a shortage of airplanes for the units of the composite group which were stationed in Alaska prior to the augmentation mentioned in Par. 2 a. just above.

3. a. This headquarters considers that the Air Defense of Alaska, as constituted by approved allocation of air units available within the 84 Combat Group Program, is inadequate to cope with any major enemy operation against Alaskan territory. It is highly desirable that the Air Defense of Alaska be increased to a minimum of (Army):

Two (2) Group, Pursuit
Two (2) Group, Medium Bombardment
Two (2) Group, Heavy Bombardment

supplemented by an adequate number of Naval patrol planes to operate the required long range sea reconnaissance, from Alaskan bases, necessary to prevent surprise attacks against these bases.

b. The assignment to Alaska of the three (3) combat groups as indicated in Par. 3 a. just above, is considered essential for the following reasons:

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AG 1-WDC-C.

(1) The rapid reinforcement of the air defenses of Alaska by dispatch of combat planes or units from Continental U. S. is not feasible because of:

(a) Time lag incidental to winterizing airplanes for Alaskan Service.

(b) Inexperience of crews in flying under Arctic and sub-arctic conditions.

(2) Units so assigned will have a defensive mission only until such time as the completion of advanced bases the adequacy of air and other means will permit the initiation of offensive action westward from Alaska.

4. This headquarters concurs in recommendations contained in Paragraph 3 of attached immediate action letter from Commanding General, Western Defense Command.

For the CHIEF OF STAFF:

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

JAN 20 1942
AAG Received 8 PM

1 Incl.
IA ltr, 1-12-42 from CG, WDC to CG, WF, w/1 incl.

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DOD Dir. 5200.9 & 20 June 1974
By C. Fox, NARS, Date 10-7-76

IMMEDIATE ACTION.

AIR MAIL

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WAR DEPARTMENT

HEADQUARTERS WESTERN DEFENSE COMMAND AND FOURTH ARMY
Presidio of San Francisco, California

452.1-ADC (DCS)

January 13, 1942

SUBJECT: Additional Planes (Army and Navy) for Alaska Defense Command.

TO: Commanding General, Field Forces, GHQ, Washington, D. C.

1. Re:

a. Radio GHQ January 10 which stated Office of Naval Intelligence had been informed by Russian Military Attache that Japanese planned attack on Aleutians in connection with efforts to disrupt Pan American Conference.

b. Attached radio, January 12, from Commanding General, Alaska Defense Command.

2. In this connection the following extract from letter of Commanding General, Alaska Defense Command, dated December 19, 1941 is quoted:

"I hope that the Navy can secure additional aircraft for offshore patrol, since they are now spread out so thin that I do not regard their off-shore patrol as very effective. It is also desirable that they get some torpedo planes to Dutch Harbor promptly, since I can not support that station with any of my own aircraft."

3. It is again urgently requested that:

a. Additional pursuit and bombardment planes be made available to the Commanding General, Alaska Defense Command without delay for the accomplishment of the prescribed Army mission.

b. Strong efforts be made to have the Navy Department furnish additional naval means to the Commandant 13th Naval District:

(1) To accomplish prescribed Naval missions in Alaska.

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BASIC: Ltr WDC & Fourth Army, file 452.1-ADC (DCS), dated January 13, 1942, subject: "Additional Planes (Army and Navy) for Alaska Defense Command."

(2) To furnish the air defense of the Naval Base at Dutch Harbor until completion of the Army Air Field at Otter Point (Umnak Island).

/s/ J. L. DeWITT
Lieutenant General, U. S. Army
Commanding

1 Incl.
Radio from CG, ADC
January 12, 1942.

SECRET

-2-

IMMEDIATE ACTION

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DOD Dir.
8 Jan. & 20 June 1974
By: [illegible] NC, Date [illegible]

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TRANSMITTED BY TELETYPE IN CLEAR

Jan 13 1942 2 16 am

5 WVD 48 WD CABLE CLASSIFIED 1 EXA

HQ ADC FTRICHARDSON ALS 844A Jan 12

CG WDC AND FOURTH ARMY

PRES OF SFO CALIF

CLASSIFIED SECRET IN VIEW OF PROSPECTIVE JAPANESE SURPRISE ATTACK ON ALEUTIANS AS SET FORTH YOUR CABLE JANUARY ELEVENTH FIFTY SEVEN WORD PRIORITY I AGAIN RECOMMEND REINFORCEMENT ALASKA AIRFORCE BY B SEVENTEEN PLANES AND REINFORCEMENT COMALSEC WITH NAVY TORPEDO PLANES AS MOST EFFECTIVE WAY OF DEALING WITH THREAT

BUCKNER CG ADC

213A JAN 13

R NR 5 213A BH1

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DOD Dir
By [illegible] NLC Date 10-7-76

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SUBJECT: Allotment of Aircraft for Alaska.

TO : Commanding General,
Western Theater,
The Presidio,
San Francisco, California.

1. In view of the fact that there has recently been a reallocation of Air Units to the Eastern and Western Theaters, Task Forces, and the Air Force Combat Command, it will be impossible at this time to furnish additional aircraft for Alaska over and above this allotment. Present air disposition in Alaska will have to be furnished from the allotment made to the Western Theater.

2. The Western Theater of Operations (including Alaska) has been allotted the following Air Force units:

1 Bombardment Group and 1 Squadron (Heavy)
2 Bombardment Groups and 1 Squadron (Medium)
3 Pursuit Groups and 2 Squadrons

Of this force, 5 combat squadrons to be equipped with modern, winterized aircraft have been allocated for Alaska as follows:

1 Bombardment Squadron (Heavy)
2 Bombardment Squadrons (Medium)
2 Pursuit Squadrons

36th Bomb Sq (H)	Now in Alaska - To be equipped with B-17's.
73rd Bomb Sq (M)	Now in Alaska - To be equipped with B-26's.
77th Bomb Sq (M)	Equipped with B-26's - Prepared on West Coast (En route to Alaska)
11th Pur. Sq	Equipped with P-40's - Prepared on West Coast (En route to Alaska)
18th Pur. Sq	Now in Alaska with P-36's; to be replaced by P-40E's.

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1of2

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LGO ltrs.
9 Jan. & 30 June 1974
By [illegible] LC, Date 10-7-74

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Testing of B-26 Airplanes for Use in Alaska.

AAF/IRE
IRE/mm

1. AAF/IRE G/AS 1942 1-12

1. It is my present understanding that a unit is being equipped with B-26 airplanes for use in Alaska.

2. I had a talk with Colonel Robert Rapp, the commander the 38th Bombardment Group which is equipped with 35 B-26 airplanes, on my last inspection trip. Colonel Rapp stated that a B-26 airplane could not possibly operate in snow or ice due to the fact that it could not be effectively stopped on a runway of reasonable length. He stated further that even on a wet runway of concrete or asphalt it took a great deal of skill to land a B-26 on a 4500 ft. runway and that some of his best pilots had gone off the runway under such conditions in an attempt not to crack up. I asked him specifically about the feasibility of using B-26's in Alaska and the possibility of using knob treat tires. He recommended strongly against it.

Segregated
JAN 13 1942
AAG

12 42
AAG Received

3. Recommendation

I therefore recommend that if tests under snow and ice conditions have not already been performed for B-26 type airplanes that such tests be made in the United States prior to clearance of B-26's to Alaska.

IRE
AAF/IRE

HEADQUARTERS ARMY AIR FORCES — COORDINATION

	A.A.	A-1	A-2	A-3	A-4				
							MMA		

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an AW 452.1 Alaska (27)

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DOD Dir. 5 Jan & 20 June 1974
By NLN (nr) NC Date 10-7-76

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Subject: Testing of B-26 Airplanes for Use in Alaska

452.1 Alaska (27)

AAF/A-3
OSP-ds

4	AAF A-3	AAF Ins	1942 1/22	1. This matter was presented to the Chief of the Division.

2. Difficulty will be experienced in operating B-26 type, or any heavy type with tri-cycle gear, on ice. The only solution lies in removing the ice or packed snow by plowing or burning or by roughening the surface with sand mixed with calcium chloride.

3. These airplanes operating in Alaska will constitute a sufficient test, in the opinion of this Division.

ELN
C/A-3

JAN 27 1942
AAG

HEADQUARTERS ARMY AIR FORCES					COORDINATION					
Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Stra t. Plans
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AAF 39

Air Adj 452.1 Alaska (27)

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DOD Dir. 5 Jun. & 30 June 1974
By ... Date ...

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Directive No. 8-1

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GHD/arl.

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

December 30, 1941.

DIRECTIVE MEMO FOR: A-3

SUBJECT: P-40 Airplanes for Alaska.

Twenty-five (25) additional P-40 airplanes will be winterized as soon as possible for Alaska. This will be done without interference with "X".

These P-40's will replace P-36 in Pursuit Squadron #2 in Alaska.

By direction of the Chief of the Air Staff.

Dispatched
DEC 31 1941
AAG

C. E. Duncan,
Lt. Colonel, Air Corps,
Secretary of the Air Staff.

C.C. to Col. Vanaman
C. C. to A-1
A-2
A-3
A-4
C. C. to W.P.D.

452.1 Alaska (26)

HEADQUARTERS ARMY AIR FORCES											COORDINATION
Chief of Staff	Secy Air Staff	A A G	A 1	A 2	A 3	A 4	A WPD	A in sp	Budget	Sig [illegible]	

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CCO Hrs
5 Jan. & 30 June 1974
By [illegible] AG. Date 10-7-74

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DECLASSIFIED Jbc-jmb

(Air AG)

A G 7

January 2, 1942

SUBJECT: Winterizing P-40E Airplanes for Alaska

TO : Chief of the Air Corps

1. The next 25 P-40E airplanes off the production line are allocated to Alaska.

2. It is desired that you take the action necessary to have these planes winterized as soon as possible.

3. This work will be done without interference with allocations or work on equipment destined for "X".

By Command of Lieutenant General ARNOLD:

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

[illegible]
JAN 2 1942
AAG

HEADQUARTERS ARMY AIR FORCES COORDINATION										
Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Stat [illegible]
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AAF 39

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DOD Dirs. 5 Jan. & 30 June 1954
By [illegible] NARS, Date 10-7-74

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

December 31, 1941

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Winterizing P-40E Airplanes for Alaska.

Request that a letter substantially as follows be transmitted to the Chief of the Air Corps:

1. "The next 25 P-40E airplanes off the production line are allocated to Alaska."

2. "Request that you take the action necessary to have these airplanes winterized as soon as possible." If is desired

3. "This work will be done without interference with allocations or work on equipment destined for 'X'".

for the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps
Assistant Chief of the Air Staff, A-5

~~SECRET~~

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DECLASSIFIED
DOD Hrs.
6 Jan. & 20 June 1974
By [illegible] NC; Date 12-7-76

~~SECRET~~ DECLASSIFIED Alaska

(Air AG)

January 6, 1942

Major General S. B. Buckner, Jr.
Headquarters Alaska Defense Command
Fort Richardson, Alaska

My dear General:

In reply to your letter of December 8th concerning your need for personnel, aircraft and facilities, General Arnold has asked me to assure you that your air requirements are appreciated and will be given every consideration possible, consistent with those of other theaters.

Numerous specific improvements in the facilities in Alaska have been authorized since the date on which your letter was written. In addition, you are no doubt cognisant of the broad authority in construction matters recently delegated to General DeWitt to meet urgent requirements of the situation. In view of these facts, it is suggested that your current needs in this respect be summarized and forwarded to the Commanding General, Western Theatre of Operations.

With reference to personnel and aircraft, I regret that we have not been able to meet all of the many demands made on us. Based on the urgency of all requirements, the allocation of available planes and air units is being determined. However, I can state that among the units planned for your re-inforcement the 11th Pursuit Sq. (25 P-40E) and the 77th Bombardment Sq. (M) (13 B-26) have already departed for Alaska or are expected to do so in the near future.

With every good wish for the coming year,

Cordially, as ever,

WILLIAM W. BICK
Colonel, A.G.D.
Air Adjutant General.

SAS 452.1 Alaska (23)

DECLASSIFIED
DOD Hrs.
6 Jan. & 20 June 1974
By [illegible] NC; Date 12/2/76

DECLASSIFIED

Gen. Arnold's Office

~~SECRET~~

air 452.1 Alaska (23)

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DECLASSIFIED
DOD Dir. 5 Apr. & 30 June 1976
By [illegible], NARS, Date 10-7-76

~~SECRET~~
DECLASSIFIED

January 6, 1942

MEMORANDUM FOR: Colonel Dick

Suggested reply to General Buckner

JSC

My dear General:

~~General Arnold has asked me to~~ reply to your letter of December 8th concerning your need for personnel, aircraft and facilities, General Arnold has asked me to assure you

Numerous specific improvements in the facilities in Alaska have been authorized since the date on which your letter was written. In addition, you are no doubt cognizant of the broad authority in construction matters recently delegated to General DeWitt to meet urgent requirements of the situation. In view of these facts, it is suggested that your current needs in this respect be summarized and forwarded to ~~the War Department through~~ the Commanding General, Western ~~Defense Command~~ Theatre of Operations.

With reference to personnel and aircraft, I regret ~~to say~~ that we have not been able to meet all of the many demands made on us. Based on the urgency of all requirements, the allocation of available planes and air units is being determined. However, I can state that among the units planned for your reinforcement, the 11th Pursuit Sq. (25 P-40E) and the 77th Bombardment Sq. (M) (13 B-26) have already departed for Alaska or are expected to do so in the near future.

~~In conclusion, you may be assured~~ that your air requirements are appreciated and will be given every consideration possible, consistent with those of other theaters.

With every good wish for the coming

Cordially, as ever,

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~~SECRET~~

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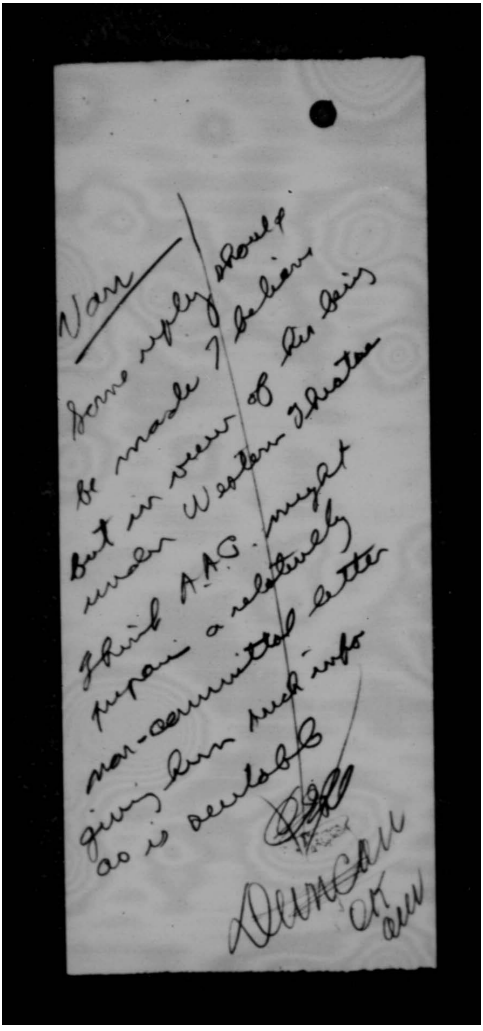

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DOD Dirs. 5 Jan. & 30 June 1954
By [illegible] NC, Date [illegible]

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Air Force Facilities in Alaska.

AAF/A-3
MFT-gaa

2 AAF (A-3) AAF C/AS thru OCAC B.AG. 1941 12/29

1. Airplanes currently assigned to Alaska are as follows:

28th Composite Group - Elmendorf

28th Comp. Hqrs.	1	B-18 A
	1	P-36 A
23rd A.B. Group	1	B-18 A
	1	O-49
36th Bomb. Sq.(H)	3	B-18 A
73rd Bomb. Sq.(M)	4	B-18 A
18th Pur. Sq.	18	P-36 A
Tow Target Det.	1	B-18 A
	1	B-10 BM

Detachment - Todd Field 1 B-18 A
1 O-49
1 P-37

2. Report from Alaska December 22nd indicates following in commission on that date:

16	P-36 A
4	At -7
9	B-18 A
1	B-10 BM
1	O-49

3. Following expected to depart for Alaska about January 1, 1942:

11th Pur. Sq.	25	P-40E
77th Bomb Sq. (M)	13	B-26

HEADQUARTERS ARMY AIR FORCES				COORDINATION						
Chief of Staff	Sec'y Air Staff	AAG	A-1	Impl. ltr from HQ [illegible] Alaska Def. Com. to General [illegible] 12/8/41		A-WPD	A-[illegible]	[illegible] C/AS	S-a [illegible]	
	[illegible]				DECLASSIFIED					

~~SECRET~~ AAF 39 amdt 457, 1 Alaska (23)

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B&R

Subject: Air Force Facilities in Alaska.

AAF/A-4
CEC/Vrb

1 AAF C/AS 1941
C/AS 12-28

1. Reference General Buckner's letter of December 8th on construction.

2. The following action has been taken to date:

a. On December 7th the Secretary of War in a radiogram authorized Commanding General of the Western Defense Command to incur all necessary obligations for the purpose of meeting the urgent requirements of the situation.

3. Action has been initiated to provide for the full development of air fields at:

Umnack Island
Cold Bay
Port Heiden

4. The Chief Signal Officer has been given full authority to expedite a constructions of AWS stations in Alaska.

5. During the past 30 days numerous improvements have been authorized at Nome, Bethel, Naknek, Kodiak, Cordova, Otter Point, McGrath, Juneau, Guljkana. These improvements consist generally of communication facilities and lengthening and widening of runways.

6. Pre-fabricated huts with oil heaters can be procured and shipped to Alaska if the Commanding General will let us know his requirements.

7. In view of the various projects that have been recently approved and initiated and the wide authority that has now been given to the Commanding General of the Western Defense Command (this includes Alaska) it is suggested that General Buckner summarize his requirements and forward them to the War Department through the Commanding General of the Western Defense Command.

C. S.
C/AS

Headquarters Alaska Defense Command
OFFICE OF THE COMMANDING GENERAL
Fort Richardson, Alaska.

SBB/nrh.

December 8, 1941

Major General H. H. Arnold
Chief of Army Air Forces
Washington, D. C.

Dear Arnold:

Your letter of November 19th reached me only two days before the Japs reached Honolulu. They have not gotten here yet but we can expect them any day since we are nearer to Japan than Honolulu is and have less naval protection.

At dawn this morning I watched our entire Alaskan Air Force take the air so as not to be caught on the field. This air force consisted of 6 obsolescent medium bombers and 12 obsolete pursuit planes. Obviously, they would be of little value in protecting Alaska from destructive air raids. Furthermore, we are short of anti-aircraft ammunition and have a limited number of bombs, all of which are at Fort Richardson, although, in the absence of being able to get any elsewhere, I sent a few to Kodiak. So far our request for aviation gasoline storage has accumulated 20 indorsements but no gasoline. Another handicap which we suffer from is the fact that, regardless of many recommendations which General DeWitt and I have made, our construction up to the present time has been crowded into compact groups in the interest of economy in sewer pipe rather than dispersion against bombing. I mention these matters merely to give you a picture of our position should we have to defend ourselves against destructive air raids.

I fully realize that priorities in the delivery of aircraft may make it advisable to place other stations ahead of us, but if the defense of Alaska is considered at all seriously, it will be necessary for us to have more aircraft. Some months ago I wrote a letter stating that I would rather be reinforced by one heavy bombardment squadron than by a division of ground troops, since the only striking force that we can use is bombardment aviation and the enemy is always at a disadvantage when he is in the water and we are on land.

I have never felt it necessary to wait until barracks were constructed before sending the necessary air reinforcements. Last year

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at Fort Richardson I lived in a tent that was not winterized along with the rest of the troops during a period when the temperatures were about as low as they are now and when we had to cut holes in the ice and haul all of our water. None of us suffered any particular hardships, the spirit of the men was good and the sick report was lower than it has ever been since. I have never been of the opinion that troops cannot take the field without bringing their barracks along on memorandum receipt.

I feel sure that any troops that are sent here will be more comfortable than we were last winter and since we did not suffer any particular hardships, I feel certain that they will not if they are made out of the right kind of stuff.

I am now having all posts at air fields erect such tentage as they have. I am informed also that there is a decided probability of getting in a very short while a number of the steel huts of the type now used in Iceland. We can also, by using our at present unoccupied non-commissioned officers' quarters, take care of a fair number of troops here. Ladd Field can take care of 250 in barracks or similar buildings without crowding and 500 if necessary by crowding. The temperatures at Kodiak, Yakutat and Annette Island are, on an average, considerably higher than they are here, so there need be no worry about the comfort of additional troops at these stations, provided they are not much softer than the troops which we have here now.

Now that we have an open season on Japs and no bag limit, I am very anxious to have an opportunity to enjoy the delightful spectacle of seeing bubbles come up where a Japanese ship went down. Hope you can help us.

Most sincerely,

/s/ S. B. Buckner, Jr.,
S. B. BUCKNER, JR.
Major General, U. S. Army

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DOD Dir. 5 Jan. & 30 June 1954
By dlw/ NA, AC, Date 11-7-74

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

File No. . . . . .

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

Tally No. AAF . . . . .

SUBJECT: Air Force Facilities in Alaska.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-3
2	AAF (A-3)	AAF C/AS	1941 12/29		

1. Airplanes currently assigned to Alaska are as follows:

28th Composite Group - Elmendorf

28th Comp. Hqrs.	1	B-18 A
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Detachment - Ladd Field 1 B-18 A
1 O-49
1 P-37

2. Report from Alaska December 22nd indicates following in commission on that date:

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1	O-49

3. Following expected to depart for Alaska about January 1, 1942:

11th Pur. Sq.	25	P-40E
77th Bomb Sq. (M)	13	B-26

Incl. 1tr from HQ Alaska Def. Com. to General Arnold 12/8/41

for E. L. N.
C/A-3

(Do not ~~SECRET~~ DECLASSIFIED) W-4071, AC. Rev. 8/14/41

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8 Jan. & 20 June 1974
By [illegible] NC, Date 10-7-76

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HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET

File No.

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

Tally No. AAF

SUBJECT: Air Force Facilities in Alaska

NO	FROM	TO	DATE	COMMENTS
1.	AAF C/AS	C/AS	1941 12-28	AAF/A-4 CEC/vrb 1. Reference General Buckner's letter of December 8th on construction. 2. The following action has been taken to date: a. On December 7th the Secretary of War in a radiogram authorized Commanding General of the Western Defense Command to incur all necessary obligations for the purpose of meeting the urgent requirements of the situation. 3. Action has been initiated to provide for the full development of air fields at: Umnak Island Cold Bay Fort Heiden 4. The Chief Signal Officer has been given full authority to expedite a construction of AWS stations in Alaska. 5. During the past 30 days numerous improvements have been authorized at Nome, Bethel, Naknek, Kodiak, Cordova, Otter Point, McGrath, Juneau, Guljkana. These improvements consist generally of communication facilities and lengthening and widening of runways. 6. Pre-fabricated huts with oil heaters can be procured and shipped to Alaska if the Commanding General will let us know his requirements. 7. In view of the various projects that have been recently approved and initiated and the wide authority that has now been given to the Commanding General of the Western Defense Command (this includes Alaska) it is suggested that General Buckner summarize his requirements and forward them to the War Department through the Commanding General of the Western Defense Command.

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(Do not use reverse side) C/AS 71, AC. Rev. 8/14/41

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Registered
2378

Headquarters Alaska Defense Command
OFFICE OF THE COMMANDING GENERAL
Fort Richardson, Alaska

SBB/nrh.

December 8, 1941.

Major General H. H. Arnold,
Chief of Army Air Forces,
Washington, D. C.

Dear Arnold:

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8 Jan. & 20 June 1974
By: [illegible] Date: 9/7/76

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Most sincerely,

S. B. BUCKNER, Jr.,
Major General, U. S. Army.

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8 Jan. & 20 June 1974
By ALS, LC; Date 12/2/76

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Air adtu 57.1 alaska (23)

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DOD Dir.
...

SECRET

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Receipt for Secret Document

Receipt is acknowledged of R. & R. for Chief of the Air Staff, through: OCAC R & R, subject: as above, dated December 29, 1941 with Incl/ltr from HQ Alaska Def. Com to General Arnold 12/8/41

[redacted] Rank

Office

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

SECRET

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auth 452.1 Alaska (23)

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DECLASSIFIED
OCD ltrs.
Jun & 30 June 1974
by [illegible] Date [illegible]

DECLASSIFIED wtn 1/9/42

~~SECRET~~

JAN 13 1942

WPL-32 Reinforcement of Aircraft

to WPD

fpr File

AAF/A-WPD
KNR/jk

Memorandum to Gen. Arnold from War Plans Division, November 21, 1941, on the above subject, reference AG 381 WPD 44-14-7, is returned for your files. Occurrences since the issuance of the papers in question make further processing of the letter referred to with enclosures unnecessary.

For the Chief of the Air Staff:

Dispatched
JAN 1 1 1942
AAG

H.L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

5 Incls. HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff/Asst. Chief of Staff, WPD, dated 12/21/41	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics
Ltr. fr. Chief of Staff to "Betty" (unlisted)									
Receipt fr. C/AS, 11/25/41, (unsigned)									

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AAF-38

Air WS 452.1 Alaska

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LOG RHS
6 Jan. & 30 June 1974
By [illegible] Date [illegible]

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HSV

(rewritten 12/4/41)

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, WPD:

Subject: Navy Western Hemisphere Defense Plan No. 5 (WPL-52)

1. Reinforcements that could be made available as of December 1 for Alaska would be:

No Heavy Bombardment
2 Groups of Medium Bombardment
1 Group of Light Bombardment
1 Group of Pursuit (Interceptor)

2. Reinforcements that could be made available as of January 1 would be:

No Heavy Bombardment
4 Groups of Medium Bombardment
1 Group of Light Bombardment
2 Groups of Pursuit (Interceptor)
1 Group of Pursuit (Fighter)

3. Twenty-five P-40E's are now being winterized at Sacramento and are expected to be available for transfer to Alaska December 24, 1941. Eighteen Medium Bombers will be winterized by January 15, and are scheduled for transfer to Alaska at that time. Other than these airplanes now being winterized, none of the Groups shown as available for reinforcements as of either December 1, 1941, or January 1, 1942, will be winterized, with the one exception of eighteen B-26's of the 22nd Medium Group. This Group has been alerted for service in the northeast.

1 Incl.
Memo frm WPD to Gen.Arnold
(AG 381 (10-27-41)WPD 4414-7)
11/28/41,above subj.w/ltr frm
[illegible]

COORDINATION											
Chief of Staff	Sec'y Gen'l Staff	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	A-WPD	A-Insp.	Budget	Sta-tistics	

and 1te Incl.(Ltr to Maj Frn C/Staff)

epb

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6 Jan. & 30 June 1974
By [illegible] Date 10-7-74

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WAR DEPARTMENT
War Department General Staff
War Plans Division
Washington

(AG 381 (10-27-41)
WPD 4414-7

November 21, 1941

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Navy-Western Hemisphere Defense
Plan No. 5 (WPL-52)

Attention is invited to the attached letter from General DeWitt. This letter indicates an almost total lack of naval facilities to conduct effective offshore and inshore patrols.

If war with Japan should eventuate, Army air reinforcements for Alaska will be necessary. WPD would like to know what reinforcements can be made available as of December 1 and January 1, 1942.

/s/ L. T. Gerow
L. T. GEROW,
Brigadier General,
Acting Assistant Chief of Staff.

1 Incl.
Ltr. fr. CG, Western Defense
Command to TAG, above subject,
(AG 381 (10-27-41)), w/1 Incl.,
(Ltr. Admiral Greenslade,
10-21-41).

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By ... NC; Date 10-1-76

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HEADQUARTERS WESTERN DEFENSE COMMAND
Office of the Commanding General
Presidio of San Francisco

381. (Misc.)

October 27, 1941.

SUBJECT: Navy Western Hemisphere Defense Plan No. 5 (WPL-52)

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

1. Secret Letter, The Adjutant General dated October 17, 1941, File AG 381(10-13-41)MC-M-M states that Navy Western Hemisphere Defense Plan No. 5 has been placed in execution.

2. This plan contains specific instructions to be followed in the event that German and Italian naval, land and air forces are encountered in the North Atlantic, the Caribbean, or the Southeast Pacific Areas, but omits any reference to the Alaskan and the North Pacific Areas.

3. The possible operation of Axis submarines and surface raiders in Alaskan and Northern Pacific waters must not be overlooked. In the event Japan becomes an active Axis ally, such activities may be expected. In view of the present limited number of planes and vessels available for off-shore and in-shore patrols, the mere presence of the Fleet in the Pacific cannot insure that our own and friendly shipping will not be attacked.

4. Such attacks will be prevented or made less probable if:

a. Basic plans are modified to cover such contingencies.

b. Personnel and units are assigned, organized, and trained to conduct such operations.

c. Authority to act has been decentralized to local commanders.

d. Aggressor and possible aggressor nations know that the United States is now prepared and ready to conduct such operations.

5. I fully concur in the following comments and recommendations of the Commander, Alaskan Sector (Navy) regarding the vulnerability of Alaska to attack by air or sea:

"1. A dispatch from Kodiak states that at 2200 on September 8, an Army sentry reported observing for several minutes through glasses an unidentified submarine on the surface in Chiniak Bay. About a week previously one

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of the Russian planes crossing the Gulf of Alaska enroute to Seattle reported seeing a submarine which dived on sighting the plane. Some months ago another submarine was reported by a fisherman not far from Sitka. Various other reports have been received from natives and fishermen telling of strange craft seen from time to time.

"2. The Commander, Alaskan Sector is fully aware of how easy it is for such reports to be made in good faith, and yet be wholly without foundation. But it is also necessary to point out how wholly lacking the Alaskan Sector still is in planes or surface craft capable of conducting the repeated reconnaissance which would seem to be only a reasonable precaution under present conditions. Except for the CHARLESTON, which necessarily has to spend a considerable part of her time at Puget Sound with the Commander, Alaskan Sector, the only surface forces now belonging to Alaska are three small converted purse-seiners, now allocated one each to Sitka, Kodiak, and Dutch Harbor. Five or six more in total will be available in October, but there should be no illusion as to the military value of these vessels. With their low radio-power, low lookout platform, 9 knots speed, and one 3"/23 gun, they are useful chiefly as pickets in or near harbors. Their ability to cover large sea-areas, and gain and transmit information of an enemy before he can submerge, retire or sink them, is very small. To this must be added the fact that the work-load on them of towing and transportation in connection with the Air Stations and Section Bases is already rather more than they can handle. They are no answer to the reconnaissance problem. Only planes or fast surface craft would be adequte. Note that commercial traffic is too scant to be depended on for information with any certainty.

"3. PLANES AVAILABLE. There is one OS2U-2 plane at Sitka, a J2F at Kodiak, and an OS2U-1 awaiting transportation to Dutch Harbor. From time to time a squadron of 5 or 6 patrol planes has been based in Alaska for training purposes, but these are not permanent and are not under the command of either Commanding Officer of the Air Station, the Commander, Alaskan Sector, or the Commandant, Thirteenth Naval District. They have been located as a group at either Sitka or Kodiak, and have had no directive or chain of command which makes them responsible for defensive reconnaissance even at the Air Station where they are based, much less at the other two. None have been made permanently available in Alaska at all.

"4. The Commander, Alaskan Sector is not having a "case of nerves" over Alaska, but is merely stating facts. He admits the improbability of a serious invasion of that territory, but cannot see that this also implies complete immunity from attack. Our potential enemies are known to be nervous over the vulnerability of their cities to bombing, and to regard Dutch Harbor as a menace in that respect second only to Vladivostok. Submarine reconnaissance to determine the strength of Dutch Harbor and Kodiak, as a preliminary to surprise attack of some sort later, is a measure so natural for our opponents to take now, that it will be difficult for us, after the event, to justify having taken no measures to forstall it. Our mere

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BASIC: Ltr from WDC to TAG file 381 (Misc.), Subject, "Navy Western Hemisphere Defense Plan No. 5 (WPL-52), dated October 25, 1941.

establishment of Army garrisons in Alaska with no means for them to know what may lie just over the horizon, does not conform to any known principle of strategy, naval or military.

"5. The action recommended by the Commander, Alaskan Sector is to forego the idea of waiting either until the "period of strained relations" is upon us, or until whole squadrons of patrol planes are available for Alaska, and instead to adopt a policy of getting planes up there by ones or twos as fast as possible until each air-station has some ability to make aerial reconnaissance in its own vicinity. If VPs are not available, then VSOs or even smaller planes would be useful, as previously recommended in reference (a). If we cannot scout for 1000 miles out and back, then 100 miles is better than nothing. Such planes should be under command of the Commanding Officer of the Air Station, who is the one most immediately concerned with the defense of the place. It is awkward enough to have a divided command between the Army and Navy, without having a division in Navy command also. Should planes from the fleet be placed directly under the commanding officer of the Air Station it would in no way limit the Commander in Chief's control over them since the Commandant, Thirteenth Naval District, Commander, Alaskan Sector, and the Commanding Officer, Naval Air Stations are all under the Commander in Chief anyway, insofar as operating forces are concerned. It is realized that distributing planes by ones or twos instead of concentrating them in tactical units is contrary to all our accepted ideas, but it is believed that in this case it is a military necessity to do so. Assignment of planes and pilots should be permanent, within reasonable limits: They should train for all kinds of operations from that particular air-station as well as do reconnaissance work, and this in turn would speed up the indoctrination and operating efficiency of whole squadrons if the latter are rushed up there later to meet an emergency."

"6. In brief, the Commander, Alaskan Sector feels that the possibility of hostile activities in Alaskan waters, as indicated in paragraph 1, and the lack of aerial reconnaissance either to disprove it or to give adequate warning against it, constitutes a weakness which is not remedied now by what we intend or hope for on "M-Day". Appropriate action is recommended."

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BASIC: Ltr from WDC to TAG file 381 (Misc.), Subject, "Navy Western Hemisphere Defense Plan No. 5 (WPL-52), dated October 25, 1941.

6. It is recommended that the War Department take the necessary steps to have the provisions of Navy Western Hemisphere Defense Plan No. 5 broadened to include the Coastal zone of the Pacific Coastal Frontiers as extended.

7. The Commandant, 13th Naval District concurs in the above. The Views of the Commandant, 12th Naval District on the subject matter of this letter are expressed in inclosure No. 1.

/s/ J. L. DeWitt
J. L. DeWITT,
Lieutenant General, U. S. Army,
Commanding.

1 Incl. Ltr. Admiral Greenslade, 10/21/41.

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8 Jan. & 20 June 1974
By [illegible] NC, Date 10-7-76

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DISTRICT STAFF HEADQUARTERS
TWELFTH NAVAL DISTRICT
Federal Office Building Civic Center
San Francisco, California.

~~SECRET~~

October 21, 1941.

Lieutenant General J.L. DeWitt, U.S. Army,
Commanding General, Western Defense Command,
The Presidio of San Francisco,
San Francisco, California.

Dear General DeWitt:-

In reply to your letter of October 15, 1941:- U.S. Navy Western Hemisphere Defense Plan No. 5, though prepared after consultation with the Chief of Staff of the U.S. Army, is not based on a Joint Army and Navy Plan, but is issued by the Chief of Naval Operations at the direction of the President.

Although this Plan directs the action to be taken against German and Italian Naval, Land, and Air Forces, no mention is made of Japan, and no reference is made to Axis Forces. Obviously the Plan is an attempt to insure the safe arrival of supplies to the British Islands and British Dominions.

I consider that, should Japan become an active Axis Ally, in all probability RAINBOW NO. 5 would be executed in whole, or in part, instead of promulgating a modification of U.S. Navy Western Hemisphere Defense Plan No. 5.

In view of the above, I do not feel that I should recommend a modification of Western Hemisphere Defense Plan No. 5 as suggested in your letter. However, I have no objections to your proposed letter of October 14, 1941, to the Adjutant General.

Sincerely,

J. W. GREENSLADE,
Rear Admiral, U.S. Navy,
Commandant, Twelfth Naval District.

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

Dear Betty:

Please read the attached communication from General DeWitt.

I am disturbed over what appears to be serious deficiencies in equipment needed for the conduct of inshore and offshore patrols. Have you any suggestions?

General Arnold has been directed to see what aircraft he can make available on short notice for winter operations in Alaska. As you know, our long range aviation has been badly depleted by the reinforcements we have sent to the Philippines.

I do not believe it is necessary at this time to put WPL 52 into effect in the Northern Pacific.

Chief of Staff.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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

File No. .....

Tally No. AAF .....

SUBJECT: Return of 2 secret papers.

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-3 HSV-epb
1.	AAF A-3	AAF S/AS Attn: Col. Duncan	1941 12/18	1. The attached two papers are being returned without action due to the change in the international situation. 2 Incls. Secret memo for A C of S, WPD, Subj. "Navy Western Hemisphere Defense Plan No. 5 (WPL-52)" w/1 incl. Secret cy of ltr to Sec/War frm CO of Netherlands East Indies AAC -- 11/15/41 -- Subj. "Apln Purch for the Netherlands East Indies AAC" w/secret cy of ltr to Gen. Arnold -- 10/6/41 -- Subj. "Delivery of 4-Engine Bombers" for KLN C/A-3 DEC 29 '41 AM RECEIVED AIR WAR PLANS DIV.
2.	AAF C/AS	AAF AWPD	12/27	W Ref next.

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

Page No. SECRET Auth: DA ltr 12 Jun 52, Alexander (22)

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8 Jan. & 30 June 1976
By [illegible] Date 8-7-76

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wtn 12/17/41

DEC 17 1941

Airplanes for Alaska.

X, WPD

45711 Alaska (2)

Received
DEC 17 1941
AAG

AAF/AWPD
HAC-dmm

The only air units available at this time for the permanent reinforcement of Alaska are the Medium Bombardment Squadron and Pursuit Squadron mentioned in the attached telegram.

Letter AGO, AG 320.2 (12-11-41)MC-F, December 11, 1941, to Commanding General, Western Defense Command, subject: "Supplementary Directions for Western Defense Command," authorizes the Commanding General Western Theater of Operations to dispatch air units under his control to Alaska temporarily in the event a specific threat develops thereat.

For the Chief of the Army Air Forces:

HEADQUARTERS, ARMY AIR FORCES - COORDINATION

Chief of Staff	Dep. Chief of Staff	Air Staff	A-1	A-2	A-3	A-4	A-5	A-6	A-7	A-8	A-9	A-10

2 Incls.-#1 W/D WDC 320.2, 12/10/41.
#2 Radio fr Gen Hewitt to TAG, 12/10/41.

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WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM
WAR PLANS DIVISION

SUBJECT: Airplanes for Alaska. December 10, 1941.

TO: CAAF

FOR: Remark and recommendation.

Please expedite.

/s/ C K Gailey, Jr
C. K. GAILEY, Jr.,
Major, G. S. C.
Executive, WPD.

Incl.
Secret rad. fr. Gen. DeWitt
to TAG, Dec. 10.

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DOD ltrs.
8 Jan. & 20 June 1974
By [illegible] NC; Date 10-7-74

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DECEMBER 10, 1941.

FROM: PRESIDIO OF SAN FRANCISCO CALIF

TO: THE ADJUTANT GENERAL

28 DECEMBER TENTH

THE ACUTE EMERGENCY HAS ARRIVED FOR ALASKA AND MAKES MANDATORY THE IMMEDIATE ACCOMPLISHMENT OF THE APPROVED PLAN TO INCREASE THE THREE SQUADRONS OF COMBAT AVIATION IN ALASKA TO THREE GROUPS TOGETHER WITH ONE EACH HEAVY RECONNAISSANCE AND TRANSPORT SQUADRON STOP CABLE URGENT FROM CG ALASKA DEFENSE COMMAND DATED DECEMBER SEVEN INFORMS ME HE CAN PLACE IN AIR RIGHT NOW ONLY FIVE B DASH EIGHTEEN AND TEN PURSUIT AT FT RICHARDSON AND THAT HIS REQUIREMENTS IN ORDER OF PRIORITY ARE FIRST HEAVY BOMBARDMENT PLANES PREFERABLY B DASH SEVENTEEN OR TWO FOUR AND FAST PURSUITS RADIO FROM CG ADC AKS (*) EIGHT REQUESTS THAT IF PLANES REQUESTED ARE NOT WINTERIZED THEIR DEPARTURE BE NOT DELAYED BUT AVAILABLE MATERIAL BE SENT FOR WINTERIZATION AND WORK WILL BE DONE THERE STOP EARLY MOVEMENT OF ONE SQUADRON MEDIUM BOMBARDMENT AND ONE SQUADRON PURSUIT HAS BEEN INDICATED BY CHIEF OF ARMY AIR FORCES STOP REFERENCE MOVEMENT OF THESE TWO SQUADRONS CG ADC URGES BY RADIO TODAY THAT THESE AIRPLANES BE FLOWN NOT REPEAT NOT SHIPPED TO ALASKA STOP ADDITIONAL SQUADRONS MUST (*) GROUP SHOWN AS RECEIVED (DECT) BE SENT TO ALASKA TO MEET THE THREE GROUP PLAN BEFORE IT IS TOO LATE STOP ACTION IS URGENT STOP REFERENCE YOUR CLASSIFIED LTTR FILE AG THREE TWO ZERO POINT TWO PAREN SEVEN DASH EIGHTEEN DASH FOUR ONE PAREN MC DASH G DATED DEC FOUR SUBJECT QUOTE AIR DEFENSE OF ALASKA UNQUOTE TO THIS HEADQUARTERS

DEWITT

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DOD Dir. 5 Jan. & 28 June 1974
By [illegible] NC Date 10-7-76

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452.1 Alaska (3)

December 15, 1941.

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-2.

SUBJECT: Movement of Air Corps Units.

1. It is requested that the following information be transmitted to the Military Attache, Ottawa, Canada:

a. Thirteen (13) B-26 airplanes of the 77th Bombardment Squadron, will depart for Alaska over Canadian territory December 19th or 20th.

b. Twenty-five (25) P-40 airplanes of the 11th Pursuit Squadron, will depart for Alaska over Canadian territory December 14th or 15th.

MARTIN F. SCANLON,
Brigadier General, U. S. Army,
Assistant Chief of the Air Staff, A-2.

DEC 17 1941
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics
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OFFICE OF THE CHIEF OF [illegible]

ROUTING AND RECORD SHEET

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

File No.

Tally No.

Subject: Telephone Conversation between General DeWitt, San Francisco and General Arnold at 3:22 P.M., December 12, 1941

NO.	FROM	TO	DATE	COMMENTS (15-A3) af
1	OCAC Op.Div.	1.ASC 2.ACFC	1941 12/31	Forwarded for your information and return to the Air Adjutant General. O. S. F. Col. A. C. Ass't.
2	OCAC Air Ser Command	1.ACFC 2.AAF AAG In Turn	1942 1-2	1. Noted. M. F. M. C/ASC OCAC (14-B) WFM:hds
3	OCAC ACFC	AAF AAG	1942 1-6	Noted. R.O. CO/ACFC EDL:GF

File a 1/7/42

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By clh Ltr. SC; Date 10-7-76

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3	OCAC AGVO	AAF AAG	1942 1-6	Noted.	INCL: GW

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CO/AGWS

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8 Jun. & 30 June 1954
By ltr. (auth: JCS Dwg. 16-7-76)

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

On Incoming
2154 12/12
12/14

SI 1/3/5
SO 16/5.

Telephone Conversation between General DeWitt, San Francisco and General Arnold at 3:22 P.M., December 12, 1941.

Gen. DeWitt: We have just received definite word from Sacramento with reference to the Alaskan planes, the P-40s. 15 are ready for delivery to fly away, 5 on December 15 and 21 now. Of the B-26s, 6 on the 15th and 13 on the 18th. It is not clear yet whether they are armed. We are getting that information but they haven't called us yet (from Sacramento). With reference to the flight of those planes to Alaska, I have a suggestion to make that was made by General Spaatz, that we send one pursuit plane with experienced pilot on the route to Fairbanks (inner route) and let him report back from there before these planes start to fly.

Gen. Arnold: Send the transport planes as the lead element for the youngsters.

Gen. DeWitt: How about sending one ahead?

Gen. Arnold: How many transports are you going to send.

Gen. DeWitt: I have forgotten.

Gen. Arnold: Send one transport well ahead and another transport just a little ahead. I think that's best this time of year.

At this point Gen. Fickel took the phone.

Gen. Fickel: Have you had a talk with Eakers this morning?

Gen. Arnold: Yes.

Gen. Fickel: Eakers told me about two days ago that he didn't believe that any planes would get through in this kind of weather--any P-40s, that is.

Gen. Arnold: I think you should go in on that inside route by way of Spokane and then up on the other side of the mountains as far as that Fort something up there, on north and then by that lake up and to the new landing field. Have a transport plane precede the flight and radio back to the planes the weather. If he can get through-OK. Have an experienced man leader for each flight and the youngsters follow.

Gen. Fickel: Where will the pilots come from?

Gen. Arnold: I can't answer that off hand but most of them will be inexperienced.

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Gen. Fickel: I mean, will they come from the East or be furnished out here.

Gen. Arnold: They will probably come from the East.

Gen. Fickel: Only experienced pilots we have are the group squadron commanders.

Gen. Arnold: We'll have to get you some experienced men and the inexperienced men will be the ones just out of school. Work it out that way.

Gen. Fickel: We'll try it.

Gen. Arnold: The transport pilots will go ahead and radio back what the weather is. The inner route has shorter hops.

Gen. Fickel: Eaker says those planes ice in weather that other planes would not ice in.

Gen. Arnold: We have no other way to get them up there. I think this way will be all right. Send a transport ahead 100 or 150 miles. You make your plans that way and I'll let you know about the personnel.

Gen. Fickel: We have got to get some pursuit planes down here. So many aren't useable as combat airplanes.

Gen. Arnold: A whole trainload is coming out.

Gen. DeWitt then took the phone .

Gen. DeWitt: I just wanted to tell you you don't have any worries here about Fickel and myself. We are in close contact. We are together and everything is going in fine shape.

Gen. Arnold: We have a plan here now by which we hope to have all units completely filled with planes by the end of this month, then you won't have to worry about numbers of planes in the group.

Gen. DeWitt: That's fine.

Gen. Arnold: Good luck to you.

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8 Jan. & 20 June 1974
By [illegible] NC, Date 10-7-76

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Movement of Air Corps Units to Alaska.

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1 AAF C/AS CG, AFCC 1941 12-15

In reference to RAR sheet for the Commanding General, Air Forces Combat Command, subject as above, dated December 15, 1941, the following is to be added:

The following instructions will govern the movement of the flying echelon from the United States to Alaska of the twenty five (25) P-40E planes and five (5) transport planes:

1. Accommodations for ferrying personnel are extremely limited at all points except Edmonton and Whitehorse.

2. Hourly weather reports from Edmonton, Penhold, Calgary and Lethbridge are now available at Spokane and Great Falls by teletype. Reports from Ft. Nelson, Watson Lake and Whitehorse are furnished six-hourly by teletype to Spokane when available.

C. S.
C/AS

DISPATCHED
DEC 16 1941
AAF

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

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

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DECLASSIFIED

Movement of Air Corps Units to Alaska.

AAF/A-3
HMacC-ek

1 AAF C/AS CG, AFCC 1941 12-15

The following instructions will govern the movement of the flying echelon from the United States to Alaska of the twenty five (25) P-40E planes and five (5) transport planes:

1. The transport planes will pick up a supply of prestone at Geiger Field sufficient in quantity to service the P-40E's for the flight from the United States to Anchorage.

2. Transport planes will be serviced only at Edmonton and Whitehorse and not at the intermediate stops unless absolutely necessary.

3. The route to be followed and the approximate mileage is shown below:

Route	Miles (Approximate)
Spokane	0
Calgary	271
Edmonton	180
Grand Prairie	290
Fort St. John	107
Fort Nelson	195
Watson Lake	230
Whitehorse	234
Fairbanks	500
Anchorage	256

4. Data on the airports is shown on the accompanying sheet.

5. From the best sources of information the following [illegible] gasoline and oil on hand at the points listed below:

Anchorage
Skagway
Whitehorse
Dawson
5,000 gal. 100-octane gasoline ordered and

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

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Movement of Air Corps Units to Alaska. (Continued)

1 AAF CG, 1941
Sent G/AS AFCC 12-15

Location	Supply
Calgary (continued)	promised for delivery Dec. 16th.
Edmonton	100-octane fuel supply unlimited. The Yukon Southern Air Transport Co. will perform the servicing.
Grand Prairie	9,000 gal. gasoline 200 gal. oil no prestone
Fort St. John	10,000 gal. gasoline 200 gal. oil no prestone
Fort Nelson	20,000 gal. gasoline 400 gal. oil no prestone
Watson Lake	20,000 gal. gasoline 400 gal. oil no prestone
Whitehorse	10,000 gal. gasoline 400 gal. oil no prestone
Fairbanks	Unlimited supply available at Army Field

HEADQUARTERS ARMY AIR FORCES - COORDINATING

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-M.D.	A.Insp.	Budget	Statistics

Communications. It is recommended that Spokane communicate all aircraft movement reports to Edmonton.

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Movement of Air Corps Units to Alaska (Continued)

1 Cont.	AAF G/AS	CG, AFCC	1941 12-15	

Call sign WFDX on any of the following frequencies: 2220, 4885, 9080, 11615.

Edmonton is the control point for the entire system. Radio range at Edmonton 266 Kilocycles. Range identification ED. R/T call sign VFE. W/T call sign VFDX.

Radio range at Whitehorse302 Kilocycles. Range identification XY. R/T call sign VFCX. W/T call sign VFDY.

The short wave transmitter equipment used at Edmonton and Whitehorse is exactly the same as that used by RCAF and has a rated 300 watt power output. These stations guard 6240 at all times.

8. This headquarters will be notified of the hour of departure and arrival of the flights.

9. The flight commander will submit a complete report immediately upon arrival in Anchorage, this report to include pertinent information concerning the airports and radio ranges, amount of gasoline and oil left at each field after servicing, and any recommendations and useful information with respect to future flights of this character.

10. Diplomatic arrangements for the flight over Canada will be made by the flight commander in accordance with the AAF Regulation No. 61-2, copy of which is inclosed.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	Incls.	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	
			Reports "Airports in Can." "Airports in Alaska" AAF Reg. No. 61-2.					C/AS			

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DOD Dir. 5 Jan. & 30 June 1974
By ... NC, Date 12-7-76

452.1 Alaska (8-9)

Hq. Army Air Forces
MAR 5 1942
AAG Received

Dispatched
MAR 4 1942
AAG

AAF/A-3
GHeC-ds
written 3/3/42

1st Ind.

WD, HQ ARMY AIR FORCES, Washington, D.C. MAR 4 1942 To: The Chief of the Air Corps

Necessary action has been taken to effect the return of 5 C-33 transport airplanes from Alaska to the 50th Transport Wing.

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Sec'y Air Staff	AAF Command			Assistant General			A-Insp.	Budget	Statistics	
					Van				JOHN B. COOLEY		
									Lt. Colonel, A. G. D., Assistant Air Adjutant General		

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Ltr AG 452.1 Alaska (8-9)

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DOD Dir. 5 200.9 June 1974
By ch Ltr. to: Date 10-7-76

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By Authority of
the Chief of the Air Corps
F.F.M.
Date Initials
FEB 20 1942

Return of 20-3 Type Transport Airplanes from Alaska

FEB 20 1942

Chief of Army Air Forces, Attention: A-3.

1. In accordance with instructions contained in Routing and Record Sheet from the Chief of the Air Staff, subject, "Transfer of [illegible] type transports to Alaska" dated November 28, 1941, five C-53 transport airplanes were sent to Alaska. These airplanes are on loan from the 50th Transport Wing. Five additional C-53 type airplanes, to replace the five airplanes already sent to Alaska were allocated and were ready for delivery from the Douglas factory approximately January 15, 1942. It is believed that these airplanes are now in Alaska. Request the early return of the five airplanes now in Alaska on loan from the 50th Transport Wing.

For the Chief of the Air Corps:

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

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1st Ind. 3144

Air AG 452.1 Alaska (16) 1

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DOD Dir. 5200.9 & 30 June 1979
By chg Ltr dtd 10 Dec 14

March 3, 1942

Subject: Return of DC-3 Type Transport Airplanes from Alaska.

Received from Headquarters, Army Air Forces,
1st Indorsement, above subject, dated
with basic letter dated February 20, 1942.

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OFFICE

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DOD Dirs.
By dlt [illegible] NAC, Date 8-7-75

Transfer of 5 DC-3 Type Transports to Alaska.

AAF/A-3
OSF-ds

1 AAF C/AS OCAC 1941 12/10

1. It is requested that you dispatch immediately to Elmendorf Field, Anchorage, Alaska, 5 DC-3 type transports from airplanes under your control and furnish the crews therefor.

2. Request you notify A-3 Division when these airplanes are dispatched and from what stations and units they were drawn.

3. It is requested that you initiate winterization of 5 additional DC-3 type airplanes to replace the 5 airplanes already sent to Alaska.

452.1 Alaska (16)

Dispatched
DEC 12 1941
AAG

CS
C/AS

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
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DOD Dirs
8 Jan & 23 June 1974
By [illegible] LC, Date 10-7-74

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Ferrying of Pursuit aircraft to Alaska.

1	AAF C/AS	OCAC (Col. Parson)	1941 12/9	AAF/A-WPD HAC-dmm

1. It is desired that all factors relating to the ferrying of 25 P-40 airplanes from Sacramento Air Depot to Anchorage, Alaska be investigated with a view to immediately reinforcing the Alaskan garrison, if such a plan is practicable.

2. This matter is urgent.

3. Transmit your report and recommendations direct to the Air War Plans Division, Air Staff.

Dispatched
DEC 10 1941
AAG

CS
C/AS

Dispatched
DEC 10 1941
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	
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000 ltrs
8 Jan. & 30 June 1974
By [illegible] LC, Date 10-7-74

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German JU-52 Latin American Aircraft for Alaska.

4521 Alaska (14)

2. AAF C/AS 1941 C/AC 12/13

AAF/A-4 MFG/mhh

1. Forwarded for necessary action.

DEC 17 1941 AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Sec'y Air Staff	A.A. [illegible]	A-2	A-3	A-4	A-WPD	A-[illegible]	Budget	Sta-tistics	
							C/AS			

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DOD Dirs.
8 Jan. & 30 June 1974
By [illegible] LC, Date 10-7-76

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

COPY

November 22, 1941.

MEMORANDUM FOR CHIEF OF THE ARMY AIR FORCES:

Subject: German JU-52 Latin American Aircraft for Alaska.

1. Defense Supplies Corporation (Wm. A. M. Burden) reaffirmed, Nov. 21st, that two JU-52's (Ecuador), two JU-52's and one JU-86 (Bolivia) with spare parts had been acquired, subject to evaluation by respective countries. After evaluation only a check is requisite and Army Air Forces can immediately acquire.

2. State Department (Mr. Satterswaite) advised, Nov. 21st, that Ecuadorian evaluation should be completed today and Bolivian, any day now, and that cablegrams will be dispatched today requesting expediting of evaluation.

3. Reference is made to attached copy of letter from undersigned to Wm. A. Burden, Vice President, Defense Supplies Corporation, dated Nov. 10, 1941, same general subject.

s/E. F. Gillespie,
E. F. GILLESPIE,
Major, Air Corps.

Incl:
Cy lt. frm EFGillespie
to Wm. Burden, 10/10/41

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DECLASSIFIED
DOD Dirs.
8 Jan. & 30 June 1974
By [illegible] LC, Date 10-7-76

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DECLASSIFIED

COPY

EFG FILE

AAF/awpd
EFG-aeg
November 10, 1941

Mr. Wm. A. M. Burden, Vice President,
Defense Supplies Corporation,
Washington, D. C.

Dear Bill:

May we acknowledge receipt of your letter of October 30, in which mention was made of the offer of Pan American-Grace Airways, Inc. to purchase certain flying equipment which Defense Supplies Corporation contemplates acquiring in the program of de-Germanization of commercial aviation in Latin America.

You will recall that a conference was held June 18, 1941, pursuant to the suggestion of Mr. Robert A. Lovett, Assistant Secretary of War for Air, to Mr. Clayton. At that time there was a discussion of disposition of German equipment which might be acquired by Defense Supplies Corporation in the various subsequent arrangements in Latin America and prices the War Department would be willing to pay therefor.

At that time Colonel Bissell stated that it was essential, from the War Department point of view, that German equipment, including all spares, by physically removed from South America and that such equipment as was not deemed worthy of being removed should be destroyed. There was discussion concerning the Army's taking over German planes at some reasonable fixed valuation to be agreed upon and Mr. Harding and the undersigned had conversations on this subject. As of June 27, 1941, Mr. Harding indicated by letter that $10,000 was a reasonable price for the Junkers JU-52's, $20,000 for the Junkers JU-86's, and with respect to the Focke-Wulf FW-200's, a price could be determined when, as and if any of these planes were acquired.

The War Department recently ascertained that nine Lodestars have either been sent to Latin America or are enroute in connection with the de-Germanization program, that 10 Army cadets have been released to Panagra Bolivian service, and that no aircraft of German origin have been returned to the United States.

The Army Air Forces could presently use these transport planes of German manufacture and believes that the price previously determined is adequate in the premises and has no desire to compete with commercial companies for acquisition of the same. It seems superfluous to mention that the program for the elimination of the Axis

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influence in South America was initiated with the active support of the War Department. The War Department could have done the job and borne the inevitable loss out of its own funds. However, the Defense Supplies Corporation was chosen to accomplish the program and that agency, therefore, must bear the loss. Why we request that you advise us concerning the availability of aircraft under the de-Germanization program in order that we may acquire the same for War Department purposes at prices originally stipulated. It must be mentioned in this connection that the value of these planes to the War Department decreases with the passing of time.

Sincerely,

R. P. GILLESPIE,
Major, Air Corps.

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AAF/AWPD
EPG/lml

November 22, 1941.

452.1 Alaska (14)

MEMORANDUM FOR CHIEF OF THE ARMY AIR FORCES:

Subject: German JU-52 Latin American Aircraft for Alaska.

1. Defense Supplies Corporation (Wm. A. M. Burden) reaffirmed, Nov. 21st, that two JU-52's (Ecuador), two JU-52's and one JU-86 (Bolivia) with spare parts had been acquired, subject to evaluation by respective countries. After evaluation only a check is requisite and Army Air Forces can immediately acquire.

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E. F. GILLESPIE,
Major, Air Corps.

Incl:
Cy lt. frm EPGillespie
to Wm. Burden, 10/10/41

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

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By [illegible]

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EPG FILE

AAF/Awpd
EPG-aes
November 10, 1941

Mr. Wm. A. M. Burden, Vice President,
Defense Supplies Corporation,
Washington, D. C.

Dear Bill:

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Sincerely,

E. F. GILLESPIE,
Major, Air Corps.

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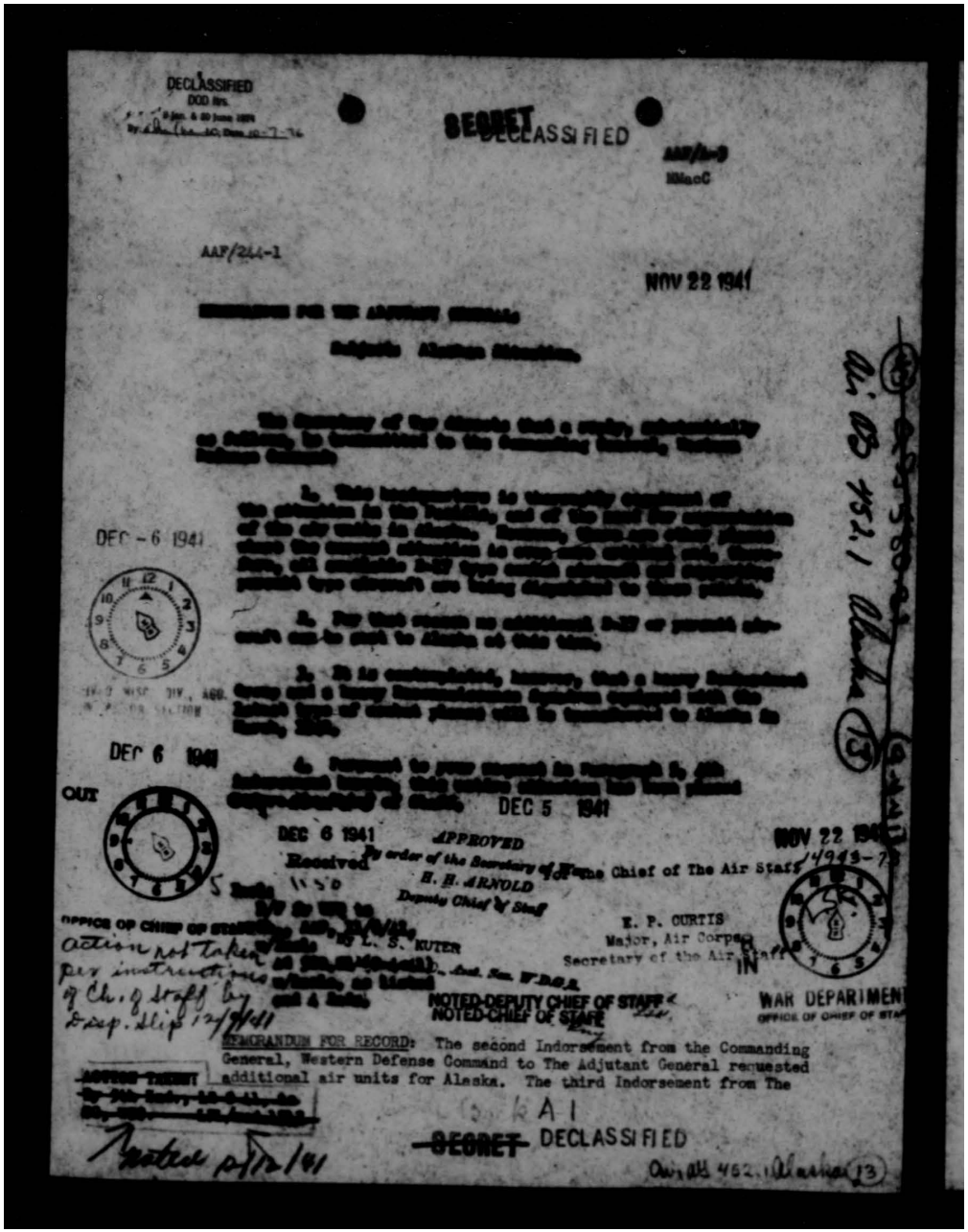

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DOD Dir. 5200.9 and 10 June 1971
By [illegible] NARS, Date 10-7-76

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AAF/1-9
NMacC

AAF/244-1

NOV 22 1941

Adjutant General's Office

DEC - 6 1941

DEC 6 1941

OUT

DEC 5 1941

DEC 6 1941
Received

APPROVED
By order of the Secretary of War:
H. H. ARNOLD
Deputy Chief of Staff

NOV 22 1941

The Chief of The Air Staff

E. P. CURTIS
Major, Air Corps
Secretary of the Air Staff

IN

WAR DEPARTMENT
OFFICE OF CHIEF OF STAFF

OFFICE OF CHIEF OF STAFF

L. S. KUTER

Action not taken per instructions of Ch. of Staff by Disp. Slip 12/9/41

NOTED-DEPUTY CHIEF OF STAFF
NOTED-CHIEF OF STAFF

MEMORANDUM FOR RECORD: The second Indorsement from the Commanding General, Western Defense Command to The Adjutant General requested additional air units for Alaska. The third Indorsement from The

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Orig AG 452.1 Alaska (3)

Action Taken 12/12/41

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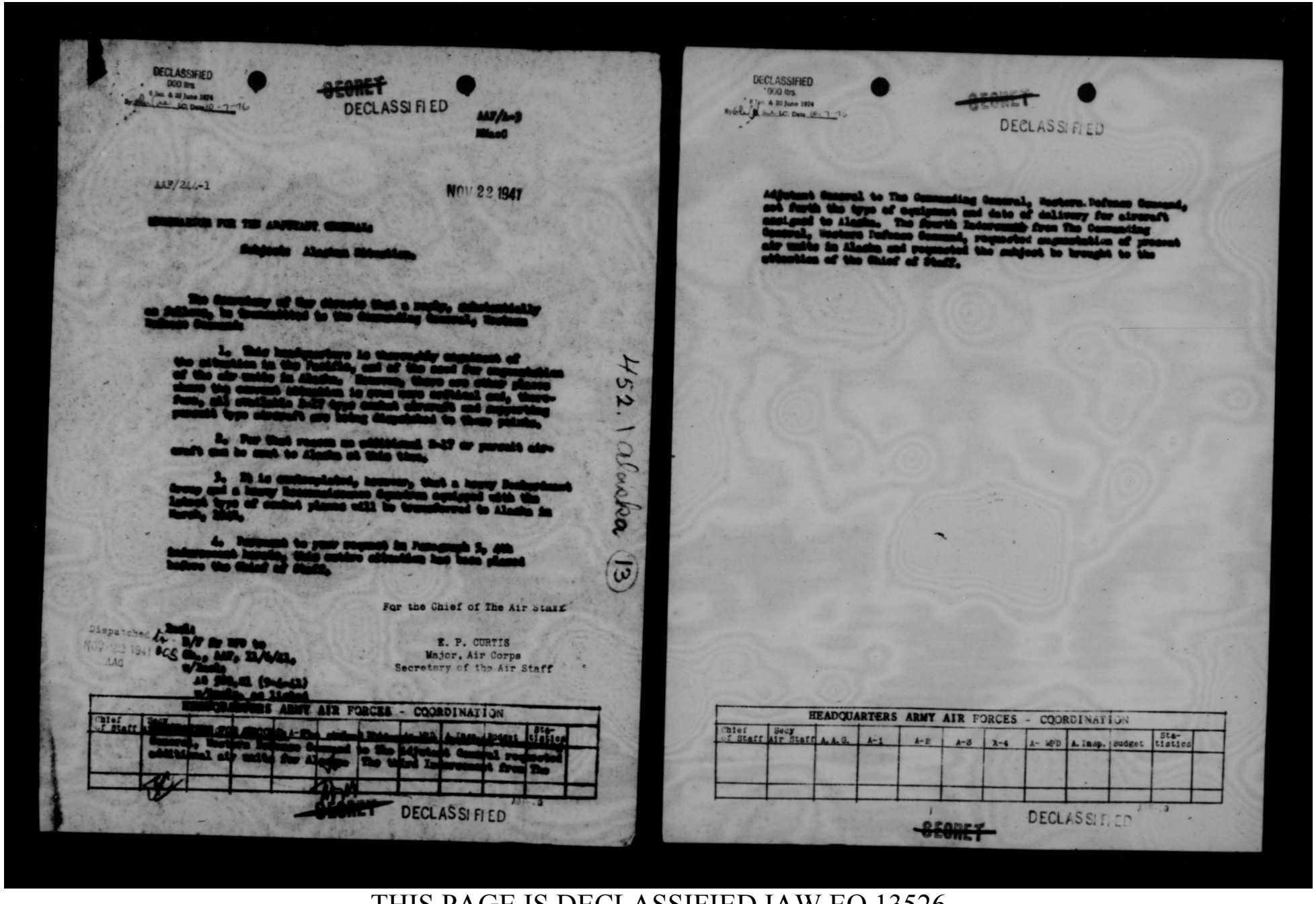

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By [illegible] NARA, Date 10-7-76

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AAF/2-9
Misc

AAF/244-1

NOV 22 1947

MEMORANDUM FOR THE ADJUTANT GENERAL

Subject: Alaskan Situation.

The Secretary of War directs that a reply, substantially as follows, be communicated to the Commanding General, Western Defense Command.

1. This headquarters is thoroughly cognizant of the situation in the Pacific, and of the need for expansion of the air units in Alaska. However, there are other places where the strength obligations in grade were original and, therefore, all available B-17 type aircraft and supporting personnel type aircraft are being dispatched to those points.

2. For this reason no additional B-17 or pursuit aircraft can be sent to Alaska at this time.

3. It is contemplated, however, that a heavy Reinforcement Group and a Heavy Reconnaissance Squadron equipped with the latest type of combat planes will be transferred to Alaska in March, 1948.

4. Pursuant to your request in Paragraph 3, 4th Indorsement hereto, this entire situation has been placed before the Chief of Staff.

452.1 Alaska (13)

For the Chief of The Air Staff

E. P. CURTIS
Major, Air Corps
Secretary of the Air Staff

Dispatched
NOV 22 1947
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A-1	A-2	A-3	A-4	A-[illegible]	A-[illegible]	Budget	Statistics

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DOD Dirs.
By [illegible] NARA, Date 10-7-76

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Adjutant General to The Commanding General, Western Defense Command, set forth the type of equipment and date of delivery for aircraft assigned to Alaska. The fourth Indorsement from The Commanding General, Western Defense Command, requested augmentation of present air units in Alaska, and requested the subject be brought to the attention of the Chief of Staff.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

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

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DOD Dirs.
9 Jan. & 20 June 1974
By [illegible] WD Date 10-7-14

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WAR DEPARTMENT GENERAL STAFF

DISPOSITION FORM

WPD

580.81 (9-4-41)
WPD 3512-125

Subject: Offshore Air Patrols, Alaskan Coast.

November 6, 1491

TO: Ch/Army Air Forces

FOR: Primary interest

For the Assistant Chief of Staff, WPD

/s/ C. K. Gailey, Jr.
C. K. GAILEY, JR.
Major, General Staff
Executive, WPD

Incl:
AG 580.81 (9-4-41)
w/incls. as listed
and 4 Inds.

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DOD Dir.
E.O. 12958 as amended
By [illegible] NARA, Date [illegible]

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AIR MAIL

373/3-AGO

4th Ind

HQ WESTERN DEFENSE COMMAND, Fort MF Calif. Oct 29, 1941 - To The Adjutant General, War Department, Washington, D. C.

1. The directive contained in paragraph 2 of the preceding indorsement has been communicated to the Commanding General, Alaska Defense Command, for compliance insofar as it pertains to cooperative action between his headquarters and the Commander, Alaskan Sector, Thirteenth Naval District. The Commandant, Thirteenth Naval District, has also been informed of this direction.

2. With reference to the schedule showing estimated dates of delivery of aircraft to Alaska, it is noted that the planes listed therein are for the equipment of the units now in Alaska and stationed at Elmendorf Field, Fort Richardson; namely, the 18th Pursuit Squadron (Int.), the 36th Bombardment Squadron (H), and the 73d Bombardment Squadron (H).

3. It is further noted that but 18 of the B-26 planes will be delivered prior to March 1942, the delivery of the remaining 8 extending over a period of three months beginning in March 1942; that delivery of the B-17 planes will not begin until February 1942, and will not be completed until October 1942; and that 6 of the B-18 planes will not be delivered until August 1942. The situation in the Pacific is dangerously critical and the undersigned feels that he would be derelict to his responsibility if he failed to request that the schedule of deliveries of this aircraft be advanced so as to permit the equipment of the existing air units at present stationed in Alaska with modern planes at once.

4. In this connection attention is invited to the eleventh indorsement from this headquarters to The Adjutant General dated October 3, 1941, copy inclosed. The statements contained therein pertaining to the augmentation of the Alaska Defense Command by additional air units, apply with equal force to the equipment of the units now assigned to the Alaska Defense Command with planes of the latest type.

5. This paper is, therefore, returned with the request that the entire question of the assignment of additional air units to the Alaska Defense Command and the equipment of the present units now assigned to that command with modern planes be brought to the attention of the Chief of Staff with the request that such steps be taken, if possible, to implement the availability of modern aircraft for the units now in Alaska as well as for the equipment of the additional units that have been requested; and that this communication and the one referred to in the preceding paragraph be considered together as the availability of modern planes is the prime consideration affecting the action of higher authority on both papers.

NOV - 3 1941

5 Incls:
1 Encl added-Encl No. 8 -
ex 11th Ind WDC 320.2/1-AGO
to TAG 10/3/41.

J. L. DeWITT
Lieutenant General, U. S. Army
Commanding

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DOD Dir. 5200.9 & 10 June 1954
By [illegible] NSC Date 12-7-76

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CONFIDENTIAL

WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON

September 4, 1941

AG 580.81
(8-21-41)MC-E

SUBJECT: Alaskan Situation.

TO: Commanding General, Fourth Army.

1. Letter from the Chief of Naval Operations to the Chief of Staff, August 21, 1941, subject: Alaskan Situation; Current Aspect of, is transmitted herewith for you consideration and remark.

2. In connection with paragraph 1 of that letter, you are informed that the matter of establishing offshore patrols in Alaska either by the Army from Point Barrow to the Aleutian Chain or by the Navy along the remainder of the Alaskan Coast, has not been previously presented to the Chief of Staff, nor has he indicated his views as to the necessity thereof. In response to informal inquiry in July 1941, Navy representatives were advised that no information was available in the War Department concerning offshore patrols established between Point Barrow and the Aleutian Chain by the Commanding General, Alaska Defense Command, and suggested the possibility that such operations were being conducted as training operations. From information then available to the War Department, the urgency of establishing such a patrol did not appear to justify the diversion of suitable aircraft for that purpose, at that time.

By order of the Secretary of War:

/s/ Carl Robinson
Adjutant General

1 Incl.
Cy of ltr fm.
C.N.O. with Incls.

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DOD Dirs.
5 Jan. & 30 June 1976
By [illegible] AG. Date 10-1-76

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BASIC: WD ltr AG 580.81 (8-21-41)MC-E, to CG, Fourth Army, Pres. of San Francisco, Calif., 9/4/41, subject: "Alaskan Situation."

2nd Ind.

373/3 ADC

HQ. WESTERN DEFENSE COMMAND, Pres. of San Francisco, Calif., Sept. 11, 1941.
To: The Adjutant General, War Department, Washington, D. C.

1. In view of the War Department secret radio sent to the Commanding General, Fourth Army on July 3, 1941, outlining the international situation and directing that the Alaska Defense Command be alerted, I consider that the aerial patrol established by the Commanding General, Alaska Defense Command, of the Point Barrow-Bristol Bay area, was not only a proper military precautionary measure but a necessary one.

2. The aerial patrol from Point Barrow to Bristol Bay was not a training operation in any sense of the word. It was established by the Commanding General, Alaska Defense Command, on his own initiative as an essential element of the alerting of his command. He had then, and has now, airfied facilities for this purpose. The fact that the patrol was established and maintained established this fact.

3. This action demonstrated the pressing need for additional Army air units and modern planes (which have been repeatedly requested) and for adequate Naval forces (which are now not assigned to Alaska) for Offshore and Inshore Patrol duty.

4. It is recommended that:

a. Additional air units, as indicated in letter Headquarters Western Defense Command, July 18, 1941, file 320.2, subject "Defense of Alaska, Air Combat Units," returned to the Adjutant General by 7th Indorsement, dated September 10, 1941, be designated and sent to Alaska before October 15.

b. The Navy Department be requested to provide the necessary means and equipment for the establishment of Offshore and Inshore Patrols for the accomplishment of Naval missions in Alaskan waters.

/s/ J. L. DeWitt
J. L. DEWITT
Lt. General, U. S. Army
Commanding

4 Incls:
1-Cy ltr CNO with Incls, 8/21/41, to C/S, U.S.A.
2-Para. WD Radio, 7/3/41 to CG, 4th Army
3-Para. 4th Army Radio 7/4/41 to TAG, Wash, D.C.
4-Para. 4th Army Radio, 7/4/41 to CG, ADC

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NC, Date 10-7-76

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SUBJECT: Alaskan Situation.

AG 580.81 (9-4-41)MC-E 3rd Ind. ESA

War Department, A.G.O., October 20, 1941. - To: Commanding General, Western Defense Command.

1. Reference recommendation contained in paragraph 4 a, 2nd Indorsement, the following schedule shows the estimated dates of delivery of aircraft assigned to Alaska:

Bombardment (M)	B-26 Series
Sept. 1941	18
March 1942	3
May 1942	5
Bombardment (H)	B-17 Series
Feb. 1942	8
June 1942	5
Oct. 1942	3
Pursuit Interceptor	P-40 Series
Sept. 1941	4
Oct. 1941	21
Aug. 1942	6

2. It is understood that the aerial patrol established between Point Barrow and Bristol Bay has been discontinued. Since the Chief of Naval Operations, in letter referred to in paragraph 1, basic communication, assumes responsibility for offshore patrol, it is desired that, in case of an emergency arising in the future which in his opinion necessitates the reestablishment of aerial patrols off the Alaskan Coast, appropriate request therefor be made on local Naval authorities. If the Navy declines to, or is unable to establish the necessary patrol, it is desired that you take such measures within the means available to you as you deem necessary.

By order of the Secretary of War:

/s/ E. S. Adams
Major General,
The Adjutant General.

4 Incls. n/c

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Office of the Chief of Naval Operations
Washington

Op-12-VDS
(SC)A16-1/EG3
Serial 093612

August 21, 1941

[redacted]
MEMORANDUM

From: The Chief of Naval Operations
To: The Chief of Staff, U. S. Army

Subject: Alaskan Situation; current aspect of.

Enclosures:
(A) Copy of Commandant 13th N. D. conf. ltr. serial 102234 of July 12, 1941.
(B) Copy of CNO conf. ltr. Op-12B-br (SC)A16-1/EG3 serial 084512 of August 1, 1941.
(C) Copy of Conf. ltr. Commandant 13th N.D. serial 102239 of August 8, 1941.

1. The above enclosures are forwarded for your information. In Enclosure (A), the Chief of Naval Operations is advised that the Commanding General, Alaska Defense Command, has instituted an offshore air patrol covering the Alaskan coast from Pt. Barrow to just north of the Aleutian Chain, and has requested the Navy to institute a similar patrol of the remainder of the Alaskan coast. Enclosure (B), written after consultation between officers of the Army and Navy War Plans Divisions, indicates the opinion of the Chief of Naval Operations and the Chief of Staff that these patrols are unnecessary at the present time. Enclosure (C) gives additional information concerning the establishment of an offshore patrol by Army forces.

2. The Chief of Naval Operations interprets "Joint Action of the Army and Navy", paragraph 19, of Chapter III, as assigning to the Navy the function of providing and operating a system of offshore scouting and patrol, during such times as the the supreme army and naval authorities consider such action to be necessary. "Joint action of the Army and the Navy" does not assign responsibility for patrols to the Army, except when requested by the Navy.

3. The Chief of Naval Operations is still of the opinion that there is no present necessity for an offshore patrol of the Alaskan Coast and if the Chief of Staff concurs, it is recommended he issue appropriate instructions to the Army Commander of the Western Defense Sector and the Army Commander of the Alaskan Sector.

4. The Chief of Naval Operations would appreciate it if a copy of such instructions as may be issued be forwarded to his office.

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[redacted]/ H. R. STARK

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DOD Dir. 5200.9 & 30 June 1974
By [illegible] NC, Date 10-1-19

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COPY

Serial 102234
~~CONFIDENTIAL~~
AIR MAIL

STAFF HEADQUARTERS
13th Naval District
Seattle, Wash.

12 July, 1941

From: Commandant, Thirteenth Naval District

To: The Chief of Naval Operations.

Subject: Alaskan Situation; Current Aspect of.

1. On the 8th instant I was advised that the Commanding General, Alaska Defense Command, had instituted an offshore patrol covering the Alaskan Coast from Point Barrow to just north of the Aleutian Chain. I received a request to cover the remainder of the Alaskan Coast with naval units. I informed the Commanding General of the Fourth Army through his deputy Chief of Staff, who flew from San Francisco to inform me of the Army dispositions in Alaska, that I would refer the matter of naval patrols in Alaska to the Commander in Chief, Pacific Fleet. I informed him also that we had three small patrol craft in Alaskan waters stationed, respectively, at Sitka, Kodiak, and Unalaska, but at the moment there were no patrol planes whatever in the Alaskan area and that only five such planes would be in that area during the current month.

2. On the 8th instant I laid before the Commander in Chief, Pacific Fleet, in a confidential air mail letter, the concern of the General Staff of the United States Army regarding the situation that might develop in Alaska in case of a complete Russian collapse. I also transmitted to him the information that appears above in regard to patrol possibilities.

3. In closing my letter to the Commander in Chief, Pacific Fleet, I stated as follows:

"I believe that the only practicable method of covering Alaskan distances effectively without employing a prohibitive number of surface units is to place a sufficient number of patrol planes at Sitka and Kodiak to meet the demands of the current situation. The facilities at Dutch Harbor are such as not to warrant basing planes there without a tender.

"Early information is requested as to whether you desire to take any further steps to complement the Army dispositions."

/s/ C. S. Freeman.

CC: SHQ
Comalsec.

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DOD Dir. 5 Jan. & 30 June 1974
By: [illegible] NC Date: 10/1/14

7/24/41
Op-12B-Br
(SC)A16-1/EG3
Serial 084512

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August 1, 1941

From: The Chief of Naval Operations.
To: The Commandant, Thirteenth Naval District.

Subject: Alaskan Situation; current aspect of.

Reference: (a) Com 13 conf. 1st serial 102234 of July 12, 1941.

1. In reply to reference (a) the Commandant is informed that the subject matter of the reference has been discussed with the General Staff of the Army.

2. The General Staff is not informed of an offshore patrol being conducted by Army Forces in Alaska, and feels that operations of the nature reported by the Commandant must be for training purposes only. Information available to the General Staff indicates that the Army forces in Alaska have neither the air forces, air fields, nor facilities for a patrol of the nature described. Moreover, the necessity of such a patrol at the present time is not apparent to either the General Staff or the Chief of Naval Operations.

3. The Chief of Naval Operations approves of the reference to the Commander in Chief, U. S. Pacific Fleet with information to him of the matter of additional naval forces for patrol in Alaska.

4. It is not the desire of the Chief of Naval Operations that any action to reinforce the patrol in Alaska with fleet units be taken at this time. It is presumed that no such action has been taken.

5. The urgency of delivery of this document is such that it will not reach the addresses in time by the next available officer courier. The originator therefore authorizes the transmission of this document by registered air mail.

/s/ H. R. Stark

Copy to
CinCpac
CPSNCF

Additional copy to:
Op-30, Op-38 (Not indicated on original)

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E.O. Dec. 11-7-76

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STAFF HEADQUARTERS
13th Naval District
Seattle, Wash.

Serial 102239
~~CONFIDENTIAL~~

8 August 1941.

From: Commandant, Thirteenth Naval District.
To: The Chief of Naval Operations.

Subject: Alaskan Situation; Comment on.

Reference: (a) Comthirteen Let. Ser. 102234, 12, July, 1941.
(b) Opnav Let. Ser 084512, 1 Aug., 1941

1. Reference (a) was submitted with a view to keeping the Department currently informed in regard to developments of a military character in Alaska. The Commandant desires to reiterate that he is not unduly concerned about the possibility of a raiding attack on Alaska. It is nevertheless a natural corollary of military discretion that he should wish to see provided means of protecting the very considerable local naval investment at Sitka, Kodiak, and Dutch Harbor, against destructive raids or other enemy action. The Commanding General, Western Defense Command, appears to share this view of the Alaskan situation, and, of course, the Commanding General, Alaska Defense Command, reflects the attitude of his immediate superior.

2. The Commandant therefore cannot but regret the very serious implications of paragraph two of reference (b), which, in addition to stating that the necessity for the air patrol established by General Buckner was not apparent to either the General Staff or the Chief of Naval Operations, flatly asserts that it is felt that operations of the nature "reported by the Commandant" (that is, the patrol of the Alaskan coast from Point Barrow to Bristol Bay) "must be for training purposes only".

3. The Commandant makes mistakes, but he is unaccustomed to submitting irresponsible reports about matters of significatn importance.

4. On 5 July, 1941, General Buckner informed the Commander Alaskan Sector officially that offshore patrols from Point Barrow to Bristol Bay by the Army would start July sixth with the small number of planes available at that time, and requested immediate information as to the Navy's ability to establish an aircraft patrol from Ketchikan to Dutch Harbor. On 19 July, General DeWitt informed the Commandant officially that the Commanding General, Alaska Defense Command, had reported establishing on July sixth, an offshore patrol from Bristol Bay to Point Barrow, inclusive, and that the few planes available began operations on that date. On 11 July, the Commanding

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General, Alaska Defense Command, reported to the Commanding General, Western Defense Command, as follows:

(Paraphrase) "Recommend Navy expedite taking over offshore air patrol as land planes operating hundred miles off shore are in constant danger of loss of crew in case of engine failure.

"Army planes will continue patrol until Navy takes over."

5. The Commandant has never had reason to question the accuracy of reports emanating from the responsible Army Commanding Generals in this area. He is unable to find in the reports cited any indication that the flights reported therein were for training purposes.

/s/ C. S. Freeman.

CC:SHQ

4.

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RADIOGRAM

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PARAPHRASE

3229 PRTY WASHINGTON D C JULY 3, 1941

COMMANDING GENERAL

FOURTH ARMY

PRESISIDIO OF SAN FRAN CALIF

IT IS DESIRED THAT BECAUSE OF INCREASING POSSIBILITY OF TOTAL COLLAPSE BY RUSSIA AND SUBSEQUENT POSSIBILITY OF AXIS OPERATIONS IN THE DIRECTION OF ALASKA, YOU TAKE NECESSARY ACTION TO ALERT GARRISONS NOW IN ALASKA AND EXPEDITE SHIPMENT OF REINFORCEMENTS THERETO. DEPARTURE OF REINFORCEMENTS FOR ALASKA TO BE DETERMINED BY AMOUNT OF SHELTER AVAILABLE. TENTS WILL BE USED WHERE CANTONEMENT TYPE SHELTER WILL BE AVAILABLE BEFORE WINTER. FURNISH FOLLOWING INFORMATION AT ONCE: " PRESENT STATUS OF AIRFIELD CONSTRUCTION: ACTION THAT WILL BE TAKEN BY YOU WITHIN LIMITS OF MEANS AVAILABLE TO YOU: NUMBERS AND UNITS AVAILABLE AS IMMEDIATE ALASKA REINFORCEMENTS: YOUR RECOMMENDATIONS AND BRIEF ESTIMATE OF SITUATION. SUCH ADDITIONAL FUNDS AS YOU MAY NEED WILL BE AVAILABLE AT ANY EARLY DATE. SUBMIT AT A LATER DATE, REINFORCEMENTS FOR VARIOUS GARRISONS TO BE DISPATCHED PRIOR TO WINTER

ADAMS

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By [illegible] NLC Date 12-1-16

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PARAPHRASE OF SECRET RADIO

#2760
PRTY

HQ 4th ARMY
PRES. OF S. F.
JULY 4, 1941

THE ADJUTANT GENERAL
WAR DEPARTMENT
WASHINGTON, D. C.

ON JULY TENTH REMAINDER OF INITIAL GARRISON DUTCH HARBOR WILL BE DISPATCHED STOP AS SOON AS SHIPPING CAN BE OBTAINED REMAINDER OF INITIAL GARRISON KODIAK IMMEDIATELY AVAILABLE AND REMAINDER GARRISON SEWARD WHEN DESIGNATED WILL BE MOVED STOP ARRANGEMENTS FOR PROMPT MOVEMENT IS BEING MADE BY COMMANDING GENERAL SAN FRANCISCO PORT OF EMBARKATION STOP REPORT OF STATUS OF AIR FIELD CONSTRUCTION AND PRACTICABLITY OF REINFORCING AIR UNITS BY TWO SQUADRONS EACH HEAVY AND MEDIUM BOMBARDMENT AND TWO PURSUIT SQUADRONS ALSO INCLUDING ADDITIONAL GAS CAPACITYREQUIRED HAS BEEN REQUESTED OF COMMANDING GENERAL ALASKA DEFENSE COMMAND STOP TO COMPLETE INITIAL GARRISON DUTCH HARBOR AND KODIAK ALL TROOP NOW AVAILABLE TO ME WILL BE DISPATCHED STOP BY RADIO HAVE REQUESTED ADJUTANT GENERAL AS APPROVED BY WAR DEPARTMENT TO DESIGNATE UNITS FOR EXPANDED GARRISON STOP WILL MOVE TO STATIONS IN ALASK COMMA NUMBER THAT CAN BE SHELTERED IN CANTONEMENTS BEFORE WINTER OR IN TENTS THROUGHOUT YEAR AS REPORTED BY COMMANDING GENERAL ALASKA DEFENSE COMMAND COMMA UPON RECEIPT OF THIS INFORMATION STOP BY CHARTER OR OTHERWISE DESIRE COMMANDING GENERAL SAN FRANCISCO PORT OF EMBARKATION BE AUTHORIZED TO PROVIDE NECESSARY SHIPPING FOR THIS PURPOSE AND FOR PURPOSE OF ESSENTIAL AMMUNITION SHIPMENT STOP IMMEDIATE SHIPMENT OF ESSENTIAL REQUIREMENTS AMMUNITION ALREADY REQUESTED OF WAR DEPARTMENT COMMA COMPLETION OF GARRISONS NOW AUTHORIZED AS SITUATION IN MY OPINION DEMANDS THIS BY EVERY MEANS CONSISTENT WITH PROPER PROTECTION OF HEALTH OF COMMAND STOP THIS CAN BE DONE BY TAKING ADVANTAGE OF TIMENOW AVAILABLE IF AMMUNITION COMMA SUPPLIES AND FUNDS ARE MADE AVAILABLE WITHOUT DELAY AND TO ACCOMPLISH SAME I BE GIVEN FREEDOM OF ACTION STOP PRIOR TO DEPARTURE ALL UNITS MADE AVAILABLE FOR GARRISONS NOW AUTHORIZED SHOULD BE FULLY EQUIPPED WITH WEAPONS AND AMMUNITION STOP UNTIL ABOVE MEASURES ARE TAKEN AND COMPLETED DEFENSE OF ALASKA IS CRITICAL IN MY ESTIMATION OF SITUATION

DEWITT

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8 Jan. & 30 June 1974
By ch/ma NC, Date 10-7-74

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PARAPHRASE OF SECRET RADIO

PRIORITY

HQ 4TH ARMY
PRES. OF S. F.
JULY 4, 1941

COMMANDING GENERAL ALASKA DEFENSE COMMAND
FORT RICHARDSON
ANCHORAGE ALASKA

ALERT YOUR COMMAND AT ALL GARRISON BY REASON OF INCREASING DANGER OF TOTAL RUSSIAN COLLAPSE AND SUBSEQUENT POSSIBILITY OF AXIS OPERATION IN DIRECTION OF ALASKA STOP TROOPS TO LIVE IN TENTS U TIL CANTONMENT SHELTER BECOMES AVAILABLE AS INITIAL GARRISON FOR KODIAK WILL BE MOVED WITHIN NEXT FEW DAYS STOP DUTCH HARBOR GARRISON WILL BE DISPATCHED ON GRANT 10th STOP REPORT AT ONCE THE IMMEDIATE REINFORCEMENT THAT CAN BE SHELTERED IN CANTONMENTS BY WINTER AND THOSE THAT CAN BE SHELTERED IN TENTS WHERE CANTONMENT SHELTER NOT ESSENTIAL FOR ALL GARRISON STOP WILL STATUS OF AIRFIELD CONSTRUCTION PERMIT AIR REINFORCEMENTS OF TWO SQUADRON HEAVY BOMBARDMENT COMMA TWO SQUADRON PURSUIT AND TWO SQUADRONS LIGHT BOMBARDMENT IN ADDITION TO PRESENT AIR UNITS STOP REPORT EXISTING CAPACITY OF GASOLINE STORAGE EACH STATION AND ADDITIONAL STORAGE IN TANKS OR DRUMS AMOUNTS NEEDED FOR INCREASED AIR UNITS ALSO CONSIDER COMMERCIAL STORAGE AVAILABLE EACH STATION STOP FOR AMMUNITION STORAGE EACH STATION REPORT NUMBER OF ELEPHANT SHELTERS NEEDED.

DEWITT

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By [illegible] NLC Date 10-1-74

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BASIC: Ltr Hq WDC "Defense of Alaska, Air Combat Units," 7/18/41

320.2/7 - ADC

HQ WESTERN DEFENSE COMMAND Pres San Francisco, Calif. Oct. 3, 1941 -
To: The Adjutant General, War Department, Washington, D. C.

1. The recognition by the Chief of the Army Air Forces of the urgency of the need for the designation and movement of the additional air units for the Alaska Defense Command as set forth in paragraph 2b, basic communication, and his statement that action to remedy the critical shortage of such units now existing in that command will be initialed with no delay when the necessary aircraft becomes available, is reassuring to this headquarters.

2. The unde-signed, however, feels that until such time as the additional air units requested have arrived in Alaska and are available to the Commanding General, Alaska Defense Command, he will be, to all intents and purposes, totally unprepared (as far as air strength is concerned), to meet an attack or to take adequate counter-measures against the threat of attack. In this connection, I cannot emphasize too strongly the statements made in paragraph 2a, b, c and d, of the seventh indorsement.

3. This paper, therefore, is returned with the request that this situation be brought to the attention of the Chief of Staff in order that such steps be taken, if possible, to implement the availability of aircraft for the equipment of the units requested so that they may be designated for movement to Alaska during the present month.

J. L. DeWITT
Lieutenant General, U. S. Army
Commanding

1 Incl: No change

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

Date 12/8

FROM: TO:

____	____	Chief, A-3 Division
____	____	Executive, A-3 Division
____	____	Air Defense Section
____	✓	Org. & Equip. Section
____	____	Training Section
____	____	Current & Misc. Section
____	____	Operations Section
____	____	Civil Aeronautics Section
____	____	Ground Liaison Section
____	____	Chief Clerk, A-3 Division
* * * * * * * * * * * * * * * * * * * *		
____	____	Chief, A-1 Division
____	____	Chief, A-2 Division
____	____	Chief, A-4 Division
____	____	Chief, AWP Division
____	____	Air Adjutant General
____	____	Secty Air Staff
____	____	

FOR:

- ✓ Information
- ____ Coordination
- ____ Comment
- ____ Necessary Action
- ____ File
- ____ Note and Return
- ____ Prepare Reply
- ____ Primary Interest
- ____ Recommendations

AHG file

REMARKS:

Lt Logan
Should this
go to file?

file tel 12-13-41

A-3 Division
AIR STAFF

42-1

AAF-341

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8 Jan. & 30 June 1954
By Adm Ltr. AC. Dept. 7-7-76

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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

File No. .....

Tally No. AAF .....

SUBJECT: Special Type Airplanes to be sent to Ladd Field, Alaska.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-3 TAL-da
2	AAF C/AS	OCAC	11/27	In accordance with radiogram dated November 21 from the Commanding Officer of Ladd Field, these airplanes will now be acceptable without further modification on the basis of the manufacturer's statements. Incl. n/c C/AS	452.1 Alaska (12)
3			12/1	AAB.	
4.	OCAC (4-E-3)	AAF C/AS	1941 12/3	1. Wright Field has been advised that the subject airplanes will be acceptable to Ladd Field in accordance with Item 2, above. M. S. F. Executive. Incl.-n/c	
	A-3	AAF File	12/16	File Courtesy Copy returned Tal	

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A12-1(16-a) KW-62 Page No. 2 SECRET

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8 Jun. & 30 June 1954
By: dlb, nara, 1/0; Date 10-7-96

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Routing and Record Sheet

Subject: Special Type Airplanes to be sent to Ladd Field, Alaska.

1.	General Arnold	Chief of Air Corps Thru: Chief of Army Air Staff	9/4 1941	It is directed that two Norseman Mark IV, single-engined 10-place commercial aircraft similar to those to be purchased for special missions be procured and sent to Ladd Field, Alaska. Sufficient spare parts for their maintenance will be procured at the same time and will accompany the airplanes.

/s/ H. H. A.

H. H. A.

11763 AC-288 AC-288

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Per 08453.1 Alaska (R)

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8 Jan. & 30 June 1954
By [illegible] WC, Date 12-7-54

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OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

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(To be filed with correspondence)

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

SUBJECT: Special Type Airplanes to be sent to Ladd Field, Alaska.

NO.	FROM	TO	DATE	DATA
1.	O.C.A.C. (4-E-3)	Air Staff	1941 11-12	1. Reference is made to the attached copy of Routing and Record Sheet from Gen. Arnold to The Chief of Air Corps, thru the Chief of Army Air Staff, dated 9/4/41, above subject. 2. Two (2) Norseman airplanes have been procured in accordance with the referenced directive. These airplanes are now ready for delivery. The Commanding Officer at Ladd Field states that these aircraft must be equipped with de-icers, anti-icers, and numerous other items pertaining to winterization prior to being transferred to his station. The aircraft manufacturer states that he prefers not to make these requested changes and if these changes are required, the delivery of the aircraft will be delayed several months. The aircraft manufacturer states that these aircraft have operated for years in and about the Arctic Circle satisfactorily and is at a loss to understand why these additional requirements are being made. The cost involved for making the necessary changes for winterization cannot be determined for approximately thirty (30) days. 3. Information is requested as to whether it is advisable to obtain service test of this aircraft as operated by the commercial operators in the north country or whether the delivery of the aircraft should be delayed and an effort be made to make all the changes recommended by the Commanding Officer of Ladd Field. M. S. F. Incl. Cy R&R, 9/4/41.
	6716 Gen Arnold			

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Acc 08453.1 Alaska (12) C-3

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EXEC 10A
Sec. 3, 30 June 1954
By [illegible] NC, Date 12-7-76

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Special Type Airplanes to be sent to Ladd Field, Alaska.

AAF/A-3
TAL-ds

45210 Alaska (12)

2	AAF G/AS	OCAC	11/27	In accordance with radiogram dated November 21 from the Commanding Officer of Ladd Field, these airplanes will now be acceptable without further modification on the basis of the manufacturer's statements.

Incl. n/c

CS
G/AS

RECEIVED
DEC 1 1941
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION

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

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DOD Dirs.
8 Jan. & 20 June 1974
By [illegible] LC; Date 10-7-76

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Subject: Special Type Airplanes to be sent to Ladd Field, Alaska.

1	OCAC (4-E-3)	Air Staff	1941 11-12	1. Reference is made to the attached copy of Routing and Record Sheet from Gen. Arnold to The Chief of Air Corps, thru the Chief of Army Air Staff, dated 9/4/41, above subject.

2. Two (2) Norseman airplanes have been procured in accordance with the referenced directive. These airplanes are now ready for delivery. The Commanding Officer at Ladd Field states that these aircraft must be equipped with de-icers, anti-icers, and numerous other items pertaining to winterization prior to being transferred to his station. The aircraft manufacturer states that he prefers not to make these requested changes and if these changes are required, the delivery of the aircraft will be delayed several months. The aircraft manufacturer states that these aircraft have operated for years in and about the Arctic Circle satisfactorily and is at a loss to understand why these additional requirements are being made. The cost involved for making the necessary changes for winterization cannot be determined for approximately thirty (30) days.

3. Information is requested as to whether it is advisable to obtain service test of this aircraft as operated by the commercial operators in the north country or whether the delivery of the aircraft should be delayed and an effort be made to make all the changes recommended by the Commanding Officer of Ladd Field.

Incl.
cy.R&R 9/4/41

M. S. F.

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DOD Dirs.
8 Jan. & 20 June 1974
By [illegible] LC; Date 10-7-76

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Subject: Special Type Airplanes to be sent to Ladd Field, Alaska.

1	General Arnold	Chief of Air Corps Thru: Chief of Army Air Staff	9/4 1941	It is directed that two Norseman Mark IV, single-engined 10-place commercial aircraft similar to those to be purchased for special missions be procured and sent to Ladd Field, Alaska. Sufficient spare parts for their maintenance will be procured at the same time and will accompany the airplanes.

/s/ H. H. A.

H. H. A.

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DOD Dir. 5200.9 dtd 27 Sep 1979
By [illegible] NCD Date 6-7-96

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(wr.11/10/41)

Special Type Airplanes to be sent to Ladd Field, Alaska.

RRG:WC

1. G.C.A.C. (A-8-3) Air Staff

1. Reference is made to the attached copy of Routing and Record Sheet from Gen. Arnold to The Chief of Air Corps, thru the Chief of Army Air Staff, dated 9/4/41, above subject.

2. Two (2) Norseman airplanes have been procured in accordance with the referenced directive. These airplanes are now ready for delivery. The Commanding Officer at Ladd Field states that these aircraft must be equipped with de-icers, anti-icers, and numerous other items pertaining to winterization prior to being transferred to his station. The aircraft manufacturer states that he prefers not to make these requested changes and if these changes are required, the delivery of the aircraft will be delayed several months. The aircraft manufacturer states that these aircraft have operated for years in and about the Arctic Circle satisfactorily and is at a loss to understand why these additional requirements are being made. The cost involved for making the necessary changes for winterization [illegible] determined for approximately thirty (30) days.

3. Information is requested as to whether [illegible] advisable to obtain service test of this aircraft as operated by the commercial operators in [illegible] country or whether the delivery of the aircraft should be delayed and an effort be made to make [illegible] changes recommended by the Commanding Officer at Ladd Field.

Incl.
cy.RRR,9/4/41.

H. S. P.

457.11 Alaska (12)

ADMINISTRATIVE
INSPECTION
INTELLIGENCE
LEGAL
MATERIEL
MEDICAL
MILITARY PERS.
TRAIN. & OPER.
W. COM. AERO BD.

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DOD Dir.
By [illegible]

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452.1 Alaska (11) B

SUBJECT: Aleutian Situation.

AG 320.2 (9-8-41)MR-S 2nd Ind. [illegible]

War Department, A.G.O., October 23, 1941. - To: Commanding General, Western Defense Command.

1. Reference responsibilities contained in paragraph 4 b, 2nd Indorsement, the following schedule shows the estimated dates of delivery of aircraft assigned to Alaska.

Bombardment (H) B-26 Series

Sept. 1941	16
Nov. 1941	3
Dec. 1941	3

Bombardment (H) B-17 Series

Feb. 1942	4
June 1942	5
Oct. 1942	3

Pursuit Interceptor P-40 Series

Sept. 1941	4
Oct. 1941	21
Aug. 1942	6

2. It is understood that the aerial patrol established between Point Barrow and Nikolski may have been discontinued. Since the Chief of Naval Operations, in letter referred to in paragraph 1, basic communication, assumes responsibility for offshore patrol, it is desired that, in case of an emergency arising in the future which in his opinion necessitates the reestablishment of aerial patrols off the Aleutian Coast, appropriate request therefor be made on local Naval authorities. If the Navy declines to, or is unable to establish the necessary patrol, it is desired that you take such measures within the means available to you as you deem necessary.

By order of the Secretary of War:

E. S. Adams

Major General,
The Adjutant General.

4 Incls. n/c.

COPIES TO: Chief of the Army Air Forces, w/cy of Basic, 1st & 2nd Inds.
C.O., Fourth Army, ref. his 1st Ind., 9-9-41, to CG, Western Def. Command.

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AGO 452.1 Alaska (11) B

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DOD ltr's.
8 Jan. & 30 June 1974
By Marlow EO, Date 8-1-74

WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON LFL/ved-1712

AG 580.81
(8-21-41)MC-E

September 4, 1941.

SUBJECT: Alaskan Situation.

TO: Commanding General, Fourth Army.

1. Letter from the Chief of Naval Operations to the Chief of Staff, August 21, 1941, subject: Alaskan Situation; Current Aspect of, is transmitted herewith for your consideration and remark.

2. In connection with paragraph 1 of that letter, you are informed that the matter of establishing offshore patrols in Alaska either by the Army from Point Barrow to the Aleutian Chain or by the Navy along the remainder of the Alaskan Coast, has not been previously presented to the Chief of Staff, nor has he indicated his views as to the necessity thereof. In response to informal inquiry in July 1941, Navy representatives were advised that no information was available in the War Department concerning offshore patrols established between Point Barrow and the Aleutian Chain by the Commanding General, Alaska Defense Command; that the establishment of an air patrol would not appear to be practicable with the airplanes and airfield facilities available at that time to the Commanding General, Alaska Defense Command, and suggested the possibility that such operations were being conducted as training operations. From information then available to the War Department, the urgency of establishing such a patrol did not appear to justify the diversion of suitable aircraft for that purpose, at that time.

By order of the Secretary of War:

/s/ CARL ROBINSON
Adjutant General.

1 Incl.
Cy. of ltr. fm.
C.N.O. with Incls.

1st Ind

Headquarters, Fourth Army, September 9, 1941.
To Commanding General, Western Defense Command.
Referred as a matter pertaining to your office.

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BASIO: WD ltr AG 580.81 (8-21-41)MC-E, to: CG, Fourth Army, Pres. of San Francisco, Calif., 9/4/41, subject: "Alaskan Situation."

373/3 ADC 2nd Ind.

HQ. WESTERN DEFENSE COMMAND, Pres. of San Francisco, Calif., Sept. 11, 1941.
To: The Adjutant General, War Department, Washington, D. C.

1. In view of the War Department secret radio sent to the Commanding General, Fourth Army on July 3, 1941, outlining the international situation and directing that the Alaska Defense Command be alerted, I consider that the aerial patrol established by the Commanding General, Alaska Defense Command, of the Point Barrow-Bristol Bay area, was not only a proper military precautionary measure but a necessary one.

2. The aerial patrol from Point Barrow to Bristol Bay was not a training operation in any sense of the word. It was established by the Commanding General, Alaska Defense Command, on his own initiative as an essential element of the alerting of his command. He had then, and has now, airfield facilities for this purpose. The fact that the patrol was established and maintained established this fact.

3. This action demonstrated the pressing need for additional Army air units and modern planes (which have been repeatedly requested) and for adequate Naval forces (which are now not assigned to Alaska) for Offshore and Inshore Patrol duty.

4. It is recommended that:

a. Additional air units, as indicated in letter Headquarters Western Defense Command, July 18, 1941, file 320.2, subject "Defense of Alaska, Air Combat Units," returned to The Adjutant General by 7th Indorsement, dated September 10, 1941, be designated and sent to Alaska before October 15.

b. The Navy Department be requested to provide the necessary means and equipment for the establishment of Offshore and Inshore Patrols for the accomplishment of Naval missions in Alaskan waters.

/s/ J. L. DeWITT
Lieutenant General, U. S. Army
Commanding

4 Incls:
#1 - Cy ltr CNO with Incls, 8/21/41, to C/S, U.S.A.
#2 - Paraphrased WD Radio, 7/3/41, to CG, 4th Army.
#3 - Paraphrased 4th Army Radio, 7/4/41, to TAG, Wash. D.C.
#4 - Paraphrased 4th Army Radio, 7/4/41, to CG, ADC.

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DOD Dir. 5 200.9 & 29 June 1976
By [illegible] NARS, Date 9-7-76

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Ladd Field

452.1 Alaska (8)

AAF/A-1
ALN/mls

1941

2 C/AS C/AC 11/8

1. Attached is a copy of a study submitted to the Adjutant General for publication. It is believed that when this paper is published, the difficulty at Ladd Field will be corrected. It is recommended that the Commanding Officer at Ladd Field be informed of this action.

C. S.
Chief, Air Staff

Dispatched
NOV 12 1941
AAG

Incls- Cy Memo for the AG dated 11/1/41. 2Ltrs fr Hq. Ladd Fld. to Ch AC dated 7/21/41 & 8/5/41.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

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

AAF-39

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AG 452.1 Alaska (8)

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(CG) Ltr
8 Dec & 29 June 1954
By [illegible] Date 10-7-76

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SUBJECT: Ladd Field.

AAF/A-1
ALM/mls

1941

2 C/AS C/AC 11/6

1. Attached is a copy of a study submitted to the Adjutant General for publication. It is believed that when this paper is published, the difficulty at Ladd Field will be corrected. It is recommended that the Commanding Officer at Ladd Field be informed of this action.

C. S.
Chief, Air Staff

Incl- Cy Memo for the AG dated 11/1/41.
~~Ltr Cm Hq. Ladd Fld. to Ch AC dated 7/21/41.~~
2 " " " " " " " 8/5/41.

Rewritten
Incls in wrong space.
Off file

HEADQUARTERS ARMY AIR FORCES - COORDINATION

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

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DOD Dir.
8 Jan. & 20 June 1974
By [illegible] NSC Ltr. Dtd 10-7-76

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Nov. 1, 1941.

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MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Activation of Air Corps Units for Cold Weather Test in Alaska.

The Secretary of War directs:

1. That the following Air Corps units be constituted and activated by the Commanding General, Alaskan Defense Command on November 15, 1941, as follows:

UNIT	STATION OF ACTIVATION	PERMANENT STATION	SOURCE OF PERSONNEL	AUTHORIZED STRENGTH Off.	Men
Base Detachment	Ladd Field, Fairbanks, Alaska	Ladd Field, Fairbanks, Alaska	Personnel now on detached service at Ladd Field from the Air Base Group	6	70
Air Corps Detachment, Cold Weather Test	Ladd Field, Fairbanks, Alaska	Ladd Field, Fairbanks, Alaska	Personnel now on detached service at Ladd Field from 28th Composite Group.	38	180

1. Grades and ratings for the units referred to in preceding paragraph will be published in a separate communication.

2. The Air Corps Detachment, Cold Weather Test, to consist of the following:

	Officers	Men
1 Sq. Section	4	74
1 Pursuit Flight (I)	8	19
1 Bombardment Flight (M)	13	35
1 Bombardment Flight (H)	13	52
	38	180

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Memorandum for the Adjutant General:

Subject: Activation of Air Corps Units for Cold Weather Test in Alaska.

3. The Commanding General, Alaskan Defense Command to transfer immediately to Ladd Field for permanent change of station, the following personnel:

Officers	Enlisted Men	
1	74	Hq. & Hq Sq. 28th Composite Group
1	19	18th Pursuit Sq. (I)
1	35	73d Bomb Sq. (M)
1	52	36th Bomb Sq.(M)
1	70	23d Air Base Gp.
Total 5	250	

4. Personnel now on detached service at Ladd Field from units referred to in the preceding paragraph, will be included as a part of the total number transferred.

5. Filler replacements for the 28th Composite Group will be furnished by the Chief of Army Air Forces without delay.

II. That the Chief of Army Air Forces, Chief of Air Corps, Commanding General, Fourth Army, Commanding General, Alaskan Defense Command, Commanding Officer, Elmendorf Field, Commanding Officer, 28th Composite Grop, Commanding Officer, Ladd Field, and all sections of the War Department General Staff and other interested agencies be advised of this action.

Concurrences.

A. C. of S., G-3 ( )
A. C. of S., WPD ( )

(Memo for Record on Last Page) ~~SECRET~~ DECLASSIFIED

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Memorandum for the Adjutant General:
Subject: Activation of Air Corps Units for Cold Weather Test in Alaska.

MEMORANDUM FOR RECORD: The Adjutant General letter, AG 320.2 (5-6-41) M-C-M, July 15, 1941, Tab A, Page 2, "Authorized Emergency Peace Garrisons of Alaska" lists one (1) Composite Squadron for Ladd Field. In a 7th Indorsement the Commanding General, 4th Army, to the Commanding Officer, Alaskan Defense Command, File 210.31, G-1, July 11, 1941, and the 9th Indorsement from the Office, Chief of the Air Corps to the Adjutant General, dated July 7, 1941, indicates a misunderstanding between the Chief of the Air Corps and the Commanding General of the 4th Army as to the primary purpose of the 28th Composite Group in that the Air Forces maintain that the Air Corps units in Alaska are primarily for cold weather tests, whereas the Commanding General of the 4th Army maintains that they are primarily for combat duty, and therefore must be trained for combat, regardless of the cold weather tests that may be necessary. This paper will definitely allot personnel for cold weather tests and that for combat duty. General Arnold has directed that a Cold Weather Test Detachment be organized at Ladd Field immediately in addition to the Composite Group at Anchorage. This action will carry out the recommendations of the Air Inspector (Colonel Hill), submitted to General Arnold upon his return from an inspection of Elmendorf Field and Ladd Field, dated October 28, 1941.

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HEADQUARTERS LADD FIELD
FAIRBANKS, ALASKA

July 21, 1941.

SUBJECT: Personnel.

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

1. With reference to Circular Letter No. 41-30, Office, Chief of the Air Corps, dated June 30, 1941, and Immediate Action letter, Office Chief of Army Air Forces, dated July 11, 1941, both dealing with requirements for enlisted personnel, this headquarters has as yet no definite information as to personnel allotment, by detachment or organization, for Ladd Field. This matter has been the subject of correspondence on various occassions during the past year.

2. We have, however, completed the report required on the basis of a 250-man squadron since it becomes obvious that such a unit will be necessary for the succedsful prosecution of the Air Corps cold weather experimental work for the coming winter, it having been indicated that two or three of the various types of modern aircraft will be sent to Ladd Field for cold weather tests during the winter of 1941-42.

3. It is again urgently recommended that immediate action be taken to assign to Ladd Field a squadron or detachment of approximately 250 enlisted men with the proportionate number of grades and ratings and funds for the payment of flight pay as may be available in order that Ladd Field may have a permanent unit for cold weather experimental work which will not be subject to call or demand for outside sources at such times as may interfere with or prevent continous and constructive activities along these lines.

4. In considering the above, it is highly desirable that the present enlisted personnel be retained and absorbed into the new organization since they have had the benefit of one winter's work under adverse conditions and their experience will be invaluable in training new assignments and will permit progressive work during the coming winter eliminating in many respects the elementary phases which would be necessary should an entirely new organization be sent to Ladd Field.

D. V. Gaffney
Lt. Col., Air Corps,
Commanding.

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DOD Ltr.
Jan. 1976
By: [illegible]

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HEADQUARTERS LADD FIELD
FAIRBANKS, ALASKA

August 5, 1941.

SUBJECT: Personnel, Ladd Field.

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

1. Reference recent correspondence on personnel for the Air Corps cold weather experimental work, this Headquarters has received recently from Headquarters Fourth Army a letter with Immediate Action letter from the AGO, Subject: Reinforcements for Alaska, dated July 9, 1941, which lists the garrison, Ladd Field as follows:

UNIT	T/O	OFF	E.M.	
1 Comp Sq GHQ Air Force, detached from Elmendorf Field		(20)	(80)	
Det. Pursuit		(5)	(2)	
Det Bomb (M)		(7)	(20)	
Det Bomb (H)		(7)	(20)	
A.C. Serv Det from Elmendorf Field		(1)	(20)	1 Bn Inf (less
1 Inf Co (R)	7-17	6	217	1 Rifle Co)
1 Btry CA (AA) (Comp 37 mm Gun	4-37			fr. Ft. Rich-
and .50 cal. MG)	4-28	5	136	ardson)
GROUND SERVICES				
QM Det		3	40	
Signal Det			15	
Finance Det			2	
Medical Det		5	20	
1 Plat Engrs	5-77	1	48	
Ord Det			10	
TOTAL - Ground Arms & Serv.		20	488	
Agg.		(40)	(568)	

2. Attention is invited to the fact that only eighty Air Corps men are provided, this to consist of detachments from Pursuit, Bombardment and service units from Elmendorf Field. As has been stated before, a detachment of this size is totally inadequate were it intended that it should be used for the maintenance and operations of experimental aircraft to be assigned this station. It appears, however, that this detachment is not for that purpose but for the purpose of servicing and maintaining the training unit to be sent from Elmendorf Field and subject to periodic change.

3. Reiterating other requests, urge immediate action to settle the

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DOD ltrs
8 Jan. & 20 June 1974
By [illegible] D.C. Date 10/7/74

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personnel situation to provide personnel for Ladd Field for the express purpose of conduction cold weather experimental work this coming winter. Approximately twenty-five aircraft are in view for this purpose, all of which will be early production of modern aircraft. This unit should arrive prior to the arrival of aircraft referred to and be a permanent unit for Ladd Field and not subject to change or demands for detachments at other stations.

/s/ L. V. GAFFNEY
L. V. GAFFNEY
Lt. Col., Air Corps,
Commanding.

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8 Jan. & 20 June 1974
By [illegible] D.C. Date 10/7/74

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Ladd Field

AWK:ERL

(1-B)

1	Chief of Air Corps	Chief, Army Air Forces	1941 6/8	1. Forwarded for consideration. 2. Paragraph three, the attached communication, requests the assignment of personnel for activation of a squadron or detachment for Ladd Field.

G. H. B.
Major General, Air Corps
Chief of the Air Corps

Attach.

To Mail & Record Room
Date
EXECUTIVE
ADMINISTRATIVE
S & G
CIVILIAN PERS.
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATÉRIEL
MEDICAL
MILITARY PERS.
PLANS
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HEADQUARTERS LADD FIELD
FAIRBANKS, ALASKA

July 21, 1941.

SUBJECT: Personnel.

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

1. With reference to Circular Letter No. 41-30, Office, Chief of the Air Corps, dated June 30, 1941, and Immediate Action letter, Office Chief of Army Air Forces, dated July 11, 1941, both dealing with requirements for enlisted personnel, this headquarters has as yet no definite information as to personnel allotment, by detachment or organization, for Ladd Field. This matter has been the subject of correspondence on various occasions during the past year.

2. We have, however, completed the report required on the basis of a 250-man squadron since it becomes obvious that such a unit will be necessary for the successful prosecution of the Air Corps cold weather experimental work for the coming winter, it having been indicated that two or three of the various types of modern aircraft will be sent to Ladd Field for cold weather tests during the winter of 1941-42.

3. It is again urgently recommended that immediate action be taken to assign to Ladd Field a squadron or detachment of approximately 250 enlisted men with the proportionate number of grades and ratings and funds for the payment of flight pay as may be available in order that Ladd Field may have a permanent unit for cold weather experimental work which will not be subject to call or demand for outside sources at such times as may interfere with or prevent continuous and constructive activities along these lines.

4. In considering the above, it is highly desirable that the present enlisted personnel be retained and absorbed into the new organization since they have had the benefit of one winter's work under adverse conditions and their experience will be invaluable in training new assignments and will permit progressive work during the coming winter eliminating in many respects the elementary phases which would be necessary should an entirely new organization be sent to Ladd Field.

M.F. AIR CORPS AUG 4 1941

D. V. GAFFNEY,
Lt. Col., Air Corps,
Commanding.

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DOD Dir. 5200.9 Sept. 1974
By dtd 10-3-74

~~CONFIDENTIAL~~

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SUBJECT: Winter equipment for airplanes.

AG 452 (7-29-41)MC 4th Ind. RFM/gjw - 1712.

War Department, A.G.O., October 6, 1941. - To: Commanding General, Fourth Army.

Attention is invited to the preceding 3rd Indorsement.

By order of the Secretary of War:

CARL ROBINSON

Adjutant General. -

Air AG 452.1 Alaska (7)

COPY TO: Chief of the Army Air Forces, ref. his 3rd Ind. to TAG, 10-3-41.

DECLASSIFIED By 452.1 Alaska

~~CONFIDENTIAL~~ Air AG 452.1 Alaska (7)

SEP 29 1941

RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT:

Receipt is acknowledged of Copy #4 for

the subject

Air AG 452.1 Alaska (3)

dated 8/8/41 to Fort

452.1 Alaska (3)

Elizabeth Kemp
Officer Rank

2206
Office

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

AAF-3
W-4759, A. C.

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8 Jan. & 30 June 1976
By: [illegible] LC; Date 10-7-76

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

A-3
ECK

Date August 8, 1941

DECLASSIFIED

1

AG

AAF

SUBJECT: **Air Corps Components of the Alaska Defense Command.**

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

AAG

FOR:	SW directs	Comment or concurrence	Information for reply
	Draft of reply attached	Direct reply made	_____Ind. approved
	Approved	Inviting attention to	Primary interest
	Disapproved	See notation of_____	Notation and return
	File	Information	Noted_____

452.1 Alaska

1. The original conception of placing the air units in Alaska was for the primary purpose of conducting cold weather tests. Changing conditions in the past year have altered the situation considerably and unquestionably these units should receive combat training in addition to their duties of carrying on cold weather tests. As an element of the Alaskan Defense Command, the availability of these units for combat duty is unquestioned.

2. The use of these units must be limited to combat training and cold weather tests. They will not be used for administrative flights.

3. As modified by the above, paragraph 4 of original communication is concurred in.

Incl.
D/F G-1/16123-37, 7/21/41 to
Sec., A.S. fr. G-1 w/ltr.
fr. 4th Army 7/8 to TAG

For the Chief of the Army Air Forces:

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

8/11 Orig. disp to TAG from Off. of Air Asst

Return to R3815

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W-4689, A.C.

~~CONFIDENTIAL~~

AAG 452.1 Alaska

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DOD ltrs
E [illegible] & 20 June 1974
By [illegible] NC Date 8-7-76

DECLASSIFIED

Subject: Airplanes for Cold Weather Test Unit, Alaska.

453.1 Alaska (2)

AAF/A-3
HSV-ds

7 AAF C/AS — OCAC Attn. Major Hefley — 11/1

It is desired that one of each of the following airplanes be sent to Ladd Field for cold weather tests without delay. The allocation of these airplanes will take precedence over the requirements of maneuver groups. The types of airplanes and the locations from which they will be withdrawn are listed

COORDINATION

HEADQUARTERS ARMY AIR FORCES								
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	Anlasp.	Budget	Statistics	
Disputed				1 P-39	Production Line					
				1 P-[illegible]	Production Line					
				1 P-[illegible]	Production Line					
				1 P-40	Production Line				CS	

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Subject: Airplanes for Cold Weather Test Unit, Alaska.

MOD:krm
6 (3-C11)
Chief of Air Corps | Chief of Army Air Forces | 1941 10/15

1. Your attention is invited to Comments 4 and 5, above.

2. It is requested that this Office be advised as soon as definite decisions in the matter have been reached.

M.S.F.
Brig. General, A.C.
Executive

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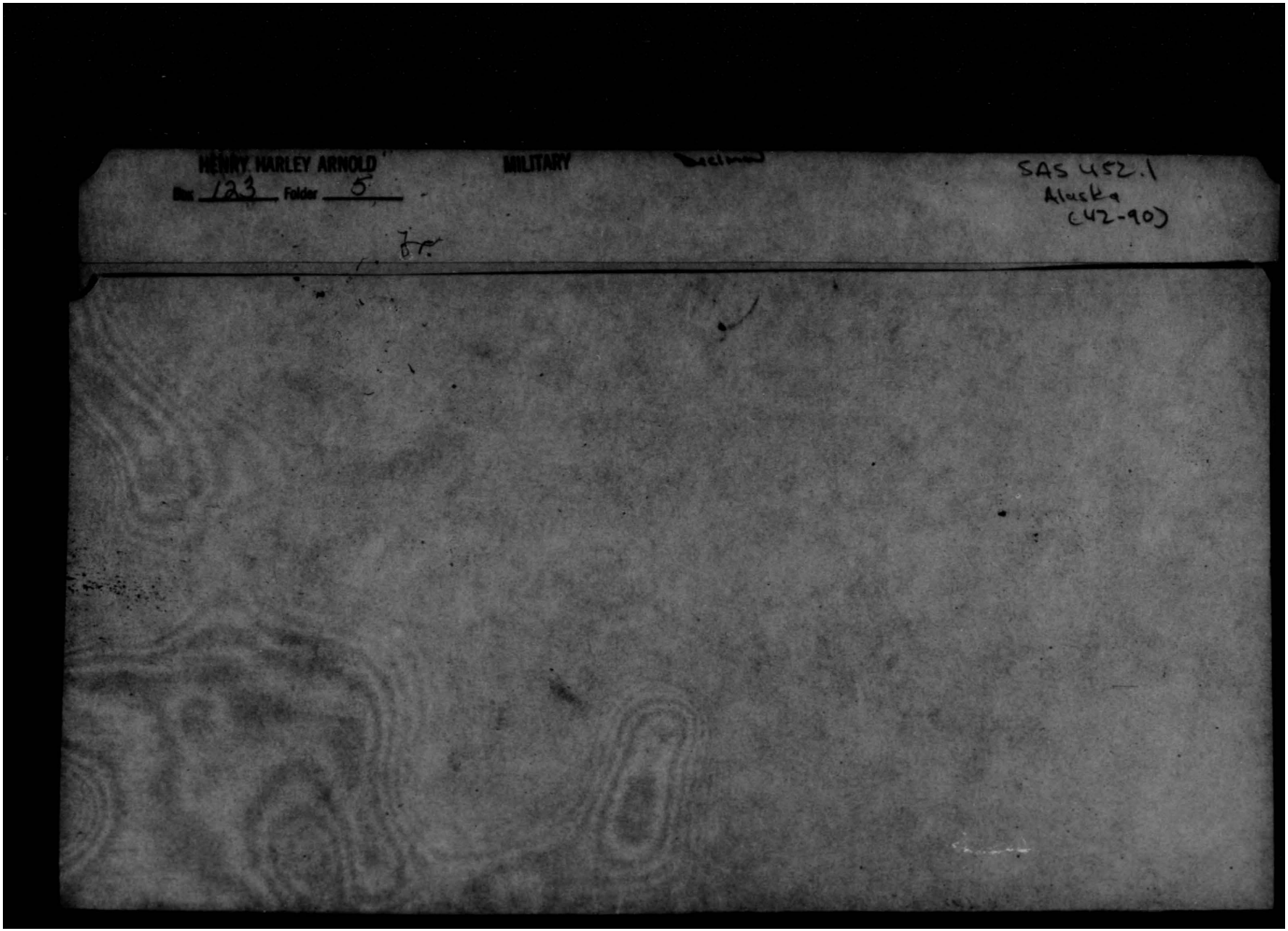

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SECRET
By Authority of
The Commanding General
Army Air Forces
AFDCM
Date Initials

1 FEB 1945

Major General Davenport Johnson,
Commanding General, Eleventh Air Force,
APO 980,
c/o Postmaster, Seattle, Washington.

Dear Johnny:

I am advised that your inventory of P-38s has now reached fifty (50), that twenty (20) are available to you from Great Falls, and that twenty-four (24) more, the disposition of which had been completed, are either at or on the way to Great Falls for dispatch to you.

Unfortunately, I am unable to assure you that we can build up your inventory to the authorized strength of one hundred twenty-four (124) for four (4) squadrons in the immediate future. At the moment P-38 units in combat theaters have on hand only about seventy percent (70%) of their authorized strength. When this deficiency has been overcome, it is planned to complete the replacement of your P-40s. I hope this can be accomplished before the end of the year.

Meanwhile, I trust that the receipt of seventy (70) new P-38s at this time will prove helpful to the 343d Fighter Group.

Sincerely yours,
Signed

BARNEY M. GILES,
Lieutenant General, U. S. Army,
Deputy Commander, Army Air Forces and
Chief of Air Staff

Sa 452.1 Alaska 90 GENERAL GILES

DECLASSIFIED
DOD Rtr.
8 Jan. & 20 June 1974
By AFALC: Date 10/7/76

Completed
1 FEB 1945

File 02

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Sa 452.1 Alaska 90

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HEADQUARTERS ELEVENTH AIR FORCE

Office of the Commanding General

APO 980, c/o P.M.Seattle, Wash.
16 January 1945.

Lieutenant General Barney M. Giles,
Chief of Air Staff,
Headquarters, Army Air Forces,
Washington 25, D. C.

Dear Barney:

The Eleventh Air Force and myself are very appreciative of your congratulatory telegram of 15 January on the occasion of our Third Anniversary. Also we wish to thank you for your New Years greetings.

The P-38s for the three of my four fighter squadrons have begun to arrive. Can you equip the fourth squadron with P-38s and let us get rid of the P-40s? It will simplify everything; supply and morale of the fourth squadron. A two engine job is the airplane for flying up here. A man cannot survive thirty minutes in these waters.

These P-38s would be a very fine New Year's present for the Eleventh Air Force.

Sincerely yours,

/s/ Davenport Johnson
DAVENPORT JOHNSON
Major General, United States Army
Commanding

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DOD Dir 5
By: [illegible] NCI Date: 10-9-76

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By Authority of
The Commanding General
Army Air Forces
AFRDW
29 Jan 45 [illegible]
Date Initials

Letter to General Johnson

Secretary of the Air Staff

29 January 1945

1

AC/AS, Operations, Commitments & Requirements

Maj Sanders/vc-94280

Attached hereto for General Giles's signature is reply to letter from General Johnson dated 16 January 1945.

Incl:
as noted above

WILLIAM F. McKEE
Colonel, G. S. C.
Acting Ass't Chief of Air Staff
Operations, Commitments & Requirements

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DOD Dir.
By [illegible] Ltr. IG Dwgt. 1-76

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B-26 Airplane for Commanding General, Alaskan Department

AG/AB, Materiel and Services

DEC 14 1943

2

AG/AS, OCAC, Requirements Division

Lt. Col. Coonan/vmj/5682

1. It is requested that the B-26 airplane on project No. 9222-C be completely winterized, be stripped of all turrets and guns, and be modified similar to B-26B No. 41-1397 now at Bolling Field.

2. The special modifications consist of the following:

a. 6 chairs in the valet compartment.
b. 2 special heaters in the valet compartment.
c. Soundproofing throughout valet compartment.
d. Rubber floor mats in valet compartment.
e. Special cabinet in valet compartment.
f. Lavatory in tail compartment.
g. 1 cot over aft bomb bay.
h. 1 hot plate over aft bomb bay.
i. 1 auxiliary power unit over aft bomb bay.
j. 2 baggage bins in rear bomb bay.
k. Sealing of aft bomb bay doors.
l. 2 bomb bay fuel tanks in front bomb bay.
m. 1 special couch on flight deck.
n. 1 special radio operator's seat on flight deck.
o. Pilot and copilot special seats.

3. It is requested that the nose turret be replaced by a nose section similar to that of the B-26B or any other arrangement that will incorporate good visibility for the navigator.

4. It is understood that Bolling Field sub-depot will accomplish the above modifications with the exception of complete winterization, removal of the turrets and guns, and the fairing necessitated thereby. The bomb bay tanks should be installed before airplane is delivered to Bolling Field.

5. A 1A priority is assigned this special modification.

Bomb Nr. _____
A/C Nos. _____
AFSC/N _____
AFHQ _____

C. J. COCHRAN
S. F. [illegible], A.C.
Colonel, GSC

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File
12/22/44

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~~CONFIDENTIAL~~

452.1 Alaska (89)

Gen Smith

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AFRAL/FRB/lm
Ext 72556
Rm 3D 1032
Wrtn 16 Feb 44

18 FEB 1944

Major General Davenport Johnson,
Commanding General, 11th Air Force,
APO 958, c/o Postmaster,
Seattle, Washington.

Dear Johnny,

Received your letter of 26 January and will understand your request for wishing to replace the P-40's in your theater with P-38's. However, there some characteristics which make the P-38 undesirable in your operations also make it extremely valuable for use in support of our strategic bombing offensive against Germany. The German fighter defense remains relatively effective despite our efforts thus far and we feel we must continue to expand our long range fighter force in UK until this threat is removed. Therefore, we do not consider it advisable to deploy additional P-38 units in other theaters at this time.

It is not possible to predict how long the above situation will continue, or to accurately forecast what demands may be imposed on us by future developments in other theaters. It is therefore difficult to estimate when P-38's will be available for you. However, your requirements and preferences in aircraft will be kept in mind and will be considered when the over-all situation permits.

Sincerely,

Barney M. Giles,
Major General, U. S. Army,
Chief of the Air Staff.

Dispatched
18 FEB 1944
AAG

CT FOR C/AS
Ltr dtd 45-2.1 Alaska (P7)

DECLASSIFIED
DOD Dirs.
8 Jan. & 20 June 1974
By LC, Date 10/4/76

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Ltr dtd 452.1 Alaska (P7)

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:AUTH: CG, 11th AF:
:INIT: [redacted]:
:DATE: 1/28/44

FIELD HEADQUARTERS ELEVENTH AIR FORCE
APO 980, c/o Postmaster
Seattle, Washington

28 January 1944

Major General Barney M. Giles,
Chief of the Air Staff,
Headquarters, Army Air Force,
Washington, D. C.

Dear Barney:

As soon as possible, will you replace our P-40 airplanes with P-38's.

Tactical reason - I have been experimenting and as soon as the days are long enough, we will have some daylight missions against the Kuriles with accompanying P-38's.

Safety reason - Tactical flying in this theater is all over water and two engines are indicated. A person can hardly survive 30 minutes immersion in water of the temperature of this area.

I have refrained from asking for more twin-engine fighters before because I knew you were straining everything to keep more active theaters going, but I believe that if you could replace the P-40's with P-38's, we could make their use highly profitable. This only involves three squadrons.

Sincerely,

/s/ Davenport Johnson
DAVENPORT JOHNSON,
Major General, United States Army
Commanding.

DECLASSIFIED
DOD Dir.
8 Jan. & 24 June 1970
By: [illegible]
NND 760176

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DECLASSIFIED
DOD Dirs.
8 Jan. & 30 June 1974
By [illegible] NSC Date 10-7-74

MAC (Air)
GEB:wmk
72852
wtn: 14 Dec 43

17 DEC 1943

SUBJECT: Air Navigational Aids in Alaska - Checking of.

TO: The Chief of Naval Operations

1. Reference is made to your letter of 25 October 1943 on the above subject.

2. Activation of the 11th Flight Control Squadron was authorized by AAF letter dated 30 November 1943. This unit is to be assigned to the 11th Air Force and its establishment was coordinated with the Navy Department. Its mission is to establish joint Army and Navy airways traffic procedures and joint Army and Navy approach control procedure for the airways and air bases in the Aleutians west of Anchorage. The Navy has designated an officer to act as assistant to the Commanding Officer of the 11th Flight Control Squadron.

3. Action has been taken to assign two B-24 aircraft as initial equipment for the 6th Radar Calibration Detachment scheduled for movement to the 11th Air Force approximately 25 February 1944.

4. One B-25 aircraft from the 11th Air Force has been assigned to the 11th Airways Communication Squadron at Anchorage, Alaska. One AT-7 airplane is being made available to the 16th Army Airways Communications System Squadron. In addition, the Alaskan Airways Communications Control Officer, who is responsible for coordination and supervision of both the 11th and 16th Army Airways Communications System Squadrons, is being assigned an AT-9A airplane. Within the Army Airways Communications System organization there are three airplanes assigned which will soon be available for flight checking facilities in Western Canada and Alaska.

5. There is no military requirement for the Civil Aeronautics Administration to flight check facilities which are operated by the Army.

For the Commanding General

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

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17 DEC 1943
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DECLASSIFIED

Copy to: Gen. Arnold's Office

AIR CORPS SECRET

Air Ltr 452.1 Alaska (8-12-43)

DECLASSIFIED
DOD Dirs.
8 Jan. & 30 June 1974
By [illegible] NSC Date 10-7-74

Op-31-C1-SK
VJRB2/A4

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

25 Oct 1943

From: The Chief of Naval Operations.
To: The Commanding General, U. S. Army Air Forces.

SUBJECT: Air Navigational Aids in Alaska - Checking of.

Enclosures:
(A) Copy of Commander Alaskan Sector Airmailgram 040017 of Sept.
(B) Copy of Commander Alaskan Sector Mailgram 120332 of October.
(C) Copy of Chief of Naval Operations Airmailgram 201741 of Oct.

1. Enclosures A to C inclusive are herewith forwarded for the information of the Commanding General, U. S. Army Air Forces.

2. Previous information available to the U. S. Navy indicated that the U. S. Army Theater Commander had proposed a conference between representatives of his staff and representatives of the Civil Aeronautics Administration, as well as other interested agencies, with respect to the subject project. Any recommendations of the Theater Commander which may have resulted from the conference have not been made known to the U. S. Navy.

3. Therefore, it is requested that the U. S. Navy be advised at the earliest practicable date of any action which has been taken or is contemplated by the U. S. Army Air Forces with respect to the assignment of aircraft to the Civil Aeronautics Administration for the checking of radio navigational aids in the Alaskan area.

4. No action is contemplated by the U. S. Navy with respect to this project unless it is recommended by the Theater Commander. The Navy will cooperate to the fullest extent in an effort to make aircraft available for the testing of air navigational aids in the Alaskan area if the Theater Commander so desires.

/s/ F. D. Wagner

F. D. WAGNER
Rear Admiral, U.S.N.
By direction

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DECLASSIFIED
DOD Rvs.
6 Jan. & 20 June 1974
By [illegible] LC; Date 10-7-76

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FROM: COMMANDER ALASKAN SECTOR
ACTION: VICE CHIEF OF NAVAL OPERATIONS
INFORMATION: BUREAU OF AERONAUTICS, COMMANDER NORTHWEST SEA FRONTIER

10 SEPTEMBER 1943
No. 060017

[redacted] AIDRESSAM

DECLASSIFIED

[redacted]

PROGRESS ON AIR NAVIGATIONAL AIDS IN ALSEC PROCEEDING SATISFACTORILY AS TO MATERIAL, HOWEVER, THE CAA HAS NO SUITABLE AIRCRAFT AVAILABLE FOR PROPER MAINTENANCE AND FLIGHT CHECKING THESE FACILITIES X IT IS MANDATORY THAT PROVISION BE MADE FOR REGULAR FLIGHT CHECKS OF ALL RANGES TO INSURE MAXIMUM SAFETY OTHERWISE OPERATIONS INVOLVING THEIR USE CREATE A GREATER HAZARD THAN WOULD THEIR ABSENCE. URGENTLY REQUEST ACTION TO PROVIDE CAA WITH TWO AIRCRAFT OF JRB-2 TYPE FOR THIS SERVICE EITHER FROM NAVY ALLOTMENT OR REPRESENTATIONS TO ARMY FOR AT-7 TYPE. EARLY ACTION CONSIDERED IMPERATIVE AS CAA PRESENTLY UNABLE TO PROPERLY SERVICE EXISTING AIDS.
COMMANDER NORTHWEST SEA FRONTIER CONCURS .

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ENCLOSURE (A)

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DECLASSIFIED
DOD Dir. 5200.9 and 20 June 1974
Authority NND 760030, Date 10-7-76

FROM: COMMANDER ALASKAN SECTOR
TO: CHIEF OF NAVAL OPERATIONS
INFORMATION: BUREAU OF AERONAUTICS, COMMANDER NORTHWEST SEA FRONTIER
19 OCTOBER 1943
No. 180832
~~CONFIDENTIAL~~ AIRMAILGRAM

~~CONFIDENTIAL~~ DECLASSIFIED

COMALNEC REQUESTS INFORMATION STATUS MX REQUEST AIRMAILGRAM 04,0017 SEPTEMBER FOR ASSIGNMENT TWO AIRCRAFT TO CAA FOR PURPOSE REGULAR FLIGHT CHECKING RADIO RANGES ALASKAN SECTOR.

COPY

ENCLOSURE (B)

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OCD Mrs.
8 Jan. & 30 June 1974
By [illegible] LC, Date 10-7-74

FROM: THE CHIEF OF NAVAL OPERATIONS
TO: COMMANDER ALASKAN SECTOR

20 October 1943
No. 201741

[redacted] AIRMAILGRAM

[redacted] DECLASSIFIED

UPON RECEIPT YOUR 04/0017 SUBJECT DISCUSSED WITH ARMY AIR FORCES X MUNITIONS ASSIGNMENTS BOARD REJECTED PREVIOUS CAA APPLICATION AND ARMY THEATER COMMANDER DID NOT GIVE STRONG SUPPORT X AAF REPRESENTATIVES STATED THAT ARMY THEATER COMMANDER WOULD BE REQUESTED TO CONVENE CONFERENCE BETWEEN REPRESENTATIVES OF AAF, CAA AND NAVY IN ALASKA PURPOSE COMBINED RECOMMENDATION TO AAF AS TO FURTHER ACTION BY AAF, NAVY OR MAB X AAF WAS REQUESTED INVITE COMALSEC AND COMNORWESTSEAFRON TO PARTICIPATE X NO FURTHER INFORMATION NOW AVAILABLE FROM AAF X SUBJECT WILL BE FOLLOWED UP WITH AAF HEADQUARTERS X SUGGEST ACTION ADEK CONFER WITH ARMY THEATER COMMANDER CONCERNING RECENT DEVELOPMENTS X

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ENCLOSURE (C)

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DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NC, Date 10 7 76

MAC (Air)
CHB:wmk
72852
wtn: 14 Dec 43

17 DEC 1943

SUBJECT: Air Navigational Aids in Alaska - Checking of.

TO: The Chief of Naval Operations

1. Reference is made to your letter of 25 October 1943 on the above subject.

2. Activation of the 11th Flight Control Squadron was authorized by AGO letter dated 30 November 1943. This unit is to be assigned to the 11th Air Force and its establishment was coordinated with the Navy Department. Its mission is to establish joint Army and Navy airways traffic procedures and joint Army and Navy approach control procedure for the airways and air bases in the Aleutians west of Anchorage. The Navy has designated an officer to act as assistant to the Commanding Officer of the 11th Flight Control Squadron.

3. Action has been taken to assign two B-24 aircraft as initial equipment for the 6th Radar Calibration Detachment scheduled for movement to the 11th Air Force approximately 25 February 1944.

4. One B-25 aircraft from the 11th Air Force has been assigned to the 11th Airways Communication Squadron at Anchorage, Alaska. One AT-7 airplane is being made available to the 16th Army Airways Communications System Squadron. In addition, the Alaskan Airways Communications Control Officer, who is responsible for coordination and supervision of both the 11th and 16th Army Airways Communications System Squadrons, is being assigned an AT-9A airplane. Within the Army Airways Communications System organization there are three airplanes assigned which will soon be available for flight checking facilities in Western Canada and Alaska.

5. There is no military requirement for the Civil Aeronautics Administration to flight check facilities which are operated by the Army.

For the Commanding General

Signed

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

Copy to: Air AG

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OPD 452.1 Alaska (86)

File 12/17/43

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Op-31-Cl-EK
VJRB2/A4

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

25 Oct 1943

From: The Chief of Naval Operations.
To: The Commanding General, U. S. Army Air Forces.

SUBJECT: Air Navigational Aids in Alaska - Checking of.

Enclosures:
(A) Copy of Commander Alaskan Sector Airmailgram 040017 of Sept.
(B) Copy of Commander Alaskan Sector Mailgram 120332 of October.
(C) Copy of Chief of Naval Operations Airmailgram 201741 of Oct.

1. Enclosures A to C inclusive are herewith forwarded for the information of the Commanding General, U. S. Army Air Forces.

2. Previous information available to the U. S. Navy indicated that the U. S. Army Theater Commander had proposed a conference between representatives of his staff and representatives of the Civil Aeronautics Administration, as well as other interested agencies, with respect to the subject project. Any recommendations of the Theater Commander which may have resulted from the conference have not been made known to the U. S. Navy.

3. Therefore, it is requested that the U. S. Navy be advised at the earliest practicable date of any action which has been taken or is contemplated by the U. S. Army Air Forces with respect to the assignment of aircraft to the Civil Aeronautics Administration for the checking of radio navigational aids in the Alaskan area.

4. No action is contemplated by the U. S. Navy with respect to this project unless it is recommended by the Theater Commander. The Navy will cooperate to the fullest extent in an effort to make aircraft available for the testing of air navigational aids in the Alaskan area if the Theater Commander so desires.

/s/ F. D. Wagner

F. D. WAGNER
Rear Admiral, U.S.N.
By direction

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DOD Dir
5 Jan & 30 June 1971
By [illegible] NC Date 10-7-75

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FROM: COMMANDER ALASKAN SECTOR
ACTION: VICE CHIEF OF NAVAL OPERATIONS
INFORMATION: BUREAU OF AERONAUTICS, COMMANDER NORTHWEST SEA FRONTIER

10 SEPTEMBER 1943
No. 040017

~~CONFIDENTIAL~~ AIRMAILGRAM

~~CONFIDENTIAL~~ DECLASSIFIED

PROGRESS ON AIR NAVIGATIONAL AIDS IN ALSEC PROCEEDING SATISFACTORILY AS TO MATERIAL, HOWEVER, THE CAA HAS NO SUITABLE AIRCRAFT AVAILABLE FOR PROPER MAINTENANCE AND FLIGHT CHECKING THESE FACILITIES X IT IS MANDATORY THAT PROVISION BE MADE FOR REGULAR FLIGHT CHECKS OF ALL RANGES TO INSURE MAXIMUM SAFETY OTHERWISE OPERATIONS INVOLVING THEIR USE CREATE A GREATER HAZARD THAN WOULD THEIR ABSENCE. URGENTLY REQUEST ACTION TO PROVIDE CAA WITH TWO AIRCRAFT OF JRB-2 TYPE FOR THIS SERVICE EITHER FROM NAVY ALLOTMENT OR REPRESENTATIONS TO ARMY FOR AT-7 TYPE. EARLY ACTION CONSIDERED IMPERATIVE AS CAA PRESENTLY UNABLE TO PROPERLY SERVICE EXISTING AIDS.
COMMANDER NORTHWEST SEA FRONTIER CONCURS .

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DOD Dir. 5200.9 June 1974
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FROM: COMMANDER ALASKAN SECTOR
TO: CHIEF OF NAVAL OPERATIONS
INFORMATION: BUREAU OF AERONAUTICS, COMMANDER NORTHWEST SEA FRONTIER
19 OCTOBER 1943
No. 120332
CONFIDENTIAL MAILGRAM

~~CONFIDENTIAL~~ DECLASSIFIED

COMALSEC REQUESTS INFORMATION STATUS MY REQUEST AIRMAILGRAM 060017 SEPTEMBER FOR ASSIGNMENT TWO AIRCRAFT TO CAA FOR PURPOSE REGULAR FLIGHT CHECKING RADIO RANGES ALASKAN SECTOR.

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DECLASSIFIED
DOD Dir.
E Jan. & 30 June 1974
By [illegible], NC, Date 10-7-76

FROM: THE CHIEF OF NAVAL OPERATIONS
TO: COMMANDER ALASKAN SECTOR

20 October 1943
No. 201741

~~CONFIDENTIAL~~ AIRMAILORAM

~~CONFIDENTIAL~~ DECLASSIFIED

UPON RECEIPT YOUR 040017 SUBJECT DISCUSSED WITH ARMY AIR FORCES X MUNITIONS ASSIGNMENTS BOARD REJECTED PREVIOUS CAA APPLICATION AND ARMY THEATER COMMANDER DID NOT GIVE STRONG SUPPORT X AAF REPRESENTATIVES STATED THAT ARMY THEATER COMMANDER WOULD BE REQUESTED TO CONVENE CONFERENCE BETWEEN REPRESENTATIVES OF AAF, CAA AND NAVY IN ALASKA PURPOSE COMBINED RECOMMENDATION TO AAF AS TO FURTHER ACTION BY AAF, NAVY OR MAB X AAF WAS REQUESTED INVITE COMALSEC AND COMNORWESTSEAFRON TO PARTICIPATE X NO FURTHER INFORMATION NOW AVAILABLE FROM AAF X SUBJECT WILL BE FOLLOWED UP WITH AAF HEADQUARTERS X SUGGEST ACTION ADEE CONFER WITH ARMY THEATER COMMANDER CONCERNING RECENT DEVELOPMENTS X

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DOD Dir. 5200.9 Sec. II B 20 June 1974
By [illegible] NARS Date 12-1-76

DECLASSIFIED

Assignment of Airplane to Army Airways Communications System.

AC/AS, Operations, Commitments & Requirements. (Attn: Allocations & Programs Div.)
Deputy Chief of Air Staff.

6 October 1943

1

HHP/mm/5871

General Giles directs that an airplane be assigned the Army Airways Communications System. This can not, however, be a C-47. How about an A-29?

Incl: Ltr fm DAS to HHAP, Subj: Controversy on Furnishing and Airplane for the AACS over Route thru Alaska & Aleutians. (Conf.)
w/Incl: Conf. Memo fm Gen. Meyers to CAS.

HOYT S. VANDENBERG,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Army 452.1 Alaska (8-9)

TO: Deputy Chief of Air Staff.

Date: 29 Oct 1943

FROM: AC/AS, Operations, Commitments & Requirements, Allocations & Programs Division.

Comment No. 2
RAF:ln 71581

1. One (1) B-25 airplane, now in the Eleventh Air Force, has been withdrawn from the number scheduled to return to the United States and has been assigned to the 11th Airways Communication Squadron.

Attach: n/c

O. P. WEYLAND,
Brig. General, U. S. A.
Chief, Allocations & Programs Div.
Office of Asst. Chief of the Air Staff,
Operations, Commitments & Requirements.

TO: Air Communications Officer
AC/AS, Material, Maintenance & Distribution IN TURN
FROM: Chief of the Air Staff

DATE 23 October 43

COMMENT NO. 3
HAL/mig/5265

Note action taken as indicated in preceding comment.

Dispatched
24 OCT 1943
AAG

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CONFIDENTIAL

[illegible]
Colonel, G. S. C.
Secretary

Incl. n/c

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DOD Dir. 5 Nov. & 20 June 1974
By [illegible] Date 10-7-77

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DECLASSIFIED

Assignment of Airplane to Army Airways Communications System.

AC/AS, Operations, Commitments & Requirements.
(Att: Allocations & Programs Div.)
Deputy Chief of Air Staff.

6 October 1943
1
RSF/cmm/6371

General Giles directs that an airplane be assigned the Army Airways Communications System. This can not, however, be a C-47. How about an A-29?

Incl: SAR #1 frm DAS to MMAD, Subj: Controversy on Furnishing and Airplane for the AACS over Route thru Alaska & Aleutians. (Conf.) w/incl: Conf. Memo frm Gen. Meyers to CAS.

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

453.1 Alaska (8)

File
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10/6/43

Disposition
6 Oct 1943
AAF

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10/4/43

Deputy Chief of Air Staff

General Perrin 3E-1019

In order to straighten this matter out, it will be necessary for your office to tell Allocations, OC&R, to assign an airplane which will carry this range checking equipment to the Airways Communications people. In this connection, since the plane will be operating in Alaska and the Aleutians this winter, a winterized airplane will be required and it is suggested that a C-47 be furnished and the commitments to the 11th Air Force for replacement airplanes be reduced by the amount for this purpose.

J.W.S.

(R&R - "Controversy on Furnishing Airplane for AACS over the Route thru Alaska and the Aleutians").

Colonel Sessums AFMMD-2A

3365 6C-865

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DOD Dir. 5 200.9 & 10 June 1974
NSC Date 10/7/76

~~CONFIDENTIAL~~

DECLASSIFIED

Controversy on Furnishing an Airplane for the Army Airways Communications System over the Route through Alaska and the Aleutians.

AC/AS, MMaD (Attention: General Meyers) 30 Sept 1943

Deputy Chief of the Air Staff. 1

RSP/cms/6371

Reference is made to your memorandum to the Chief of the Air Staff, subject as above. We feel that the Army Airways Communications System should have an airplane but there are not enough C-47's. It is suggested that a C-39, or some other model, be assigned to the AACS for their use.

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

Incl: Memo for CAS (Conf.)
frm Gen.Meyers, MMaD,
subj. as above, w/incl:
Memo for Gen.McClelland-
"Assign. of Airplane to
11th Airways Communications
Sq." w/incl.

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~~CONFIDENTIAL~~

AAG 452.1 Alaska (Sept 43)

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DECLASSIFIED
DOD Dir. 5 200.9 and 20 June 1974
By [illegible], Date [illegible]

~~CONFIDENTIAL~~ DECLASSIFIED

Memorandum on Furnishing an Airplane for the Army Airways Communications System over the Route through Alaska and the Aleutians.

AG/AS, WDGS (Attention: General Meyers) 30 Sept 1943

Deputy Chief of the Air Staff.

1
RSP/mmc/8871

Reference is made to your memorandum to the Chief of the Air Staff, subject as above. We feel that the Army Airways Communications System should have an airplane but there are not enough C-67's. It is suggested that a C-39, or some other model, be assigned to the AACS for their use.

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

Incl: Memo for CAS (Conf.)
fm Gen.Meyers, WDAS,
subj. as above, w/incl:
Memo for Gen.McClelland-
"Assign. of Airplane to
11th Airways Communications
Sq." w/incl.

Dispatched
1 OCT 1943
AAG

452.1 Alaska (F4)

~~CONFIDENTIAL~~ DECLASSIFIED
Air A. H.
452.1 Alaska (F4)

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DECLASSIFIED
DOD dir.
E Jan. & 20 June 1974
By AFHRA IAC Date 18-7-74

MEMORANDUM FOR: The Chief of the Air Staff.

Subject: Controversy on Furnishing an Airplane for the Army Airways Communications System over the Route through Alaska and the Aleutians.

1. For over a year the C.A.A. and the Army Airways Communications System have been attempting to get aircraft for the purpose of installing radio equipment for checking ranges monthly and for hauling men and materials over this route. Each time the C.A.A. or the A.A.C.S. has requested an airplane from the Munitions Assignments Committee (Air), the case has been rejected on the grounds that there is an Air Transport Command over the route and the 11th Air Force in Alaska has sufficient airplanes to cover the needs if they are important to the route.

2. The Army Airways Communication System is responsible for the ranges and radio aids throughout this route and is responsible for the supervision of the C.A.A. activities also on the route. The A.A.C.S. is not under the jurisdiction of the 11th Air Force.

3. The Alaskan Wing, Air Transport Command, the 11th Air Force and the Navy have all expressed willingness to furnish transportation for the purpose of maintaining the A.A.C.S. However, due to the fact that permanent installations in the aircraft are required to properly check ranges and radio aids, these proposals are unsatisfactory and there is a requirement for a permanent assignment of one airplane to the A.A.C.S. to properly maintain the route through Alaska and the Aleutians. The Navy has requested this office to try to assist in the assignment of an airplane for the above purpose as a result of pressure on them by the C.A.A.

4. Since all organizations on this route are willing to provide transportation, they recognize the need, and since the Army is responsible for the A.A.C.S., it is strongly recommended that the controversy be ended by the assignment of one C-47 airplane to the A.A.C.S. for use over the Alaskan and Aleutian route.

H.

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AWAS 450.1 Alaska (37)

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DOD Dirs
5 Jan. & 30 June 1974
By AD, Ltr. Dated 10-7-74

~~CONFIDENTIAL~~

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MEMORANDUM FOR: The Chief of the Air Staff.

They have no airplanes, but have qualified pilots for operating the planes.

3. The Army can be severely criticised for improperly maintaining the A.A.C.S. on this route as it is generally known to be an area of extremely poor weather.

B. E. MEYERS,
Brig. General, U.S.A.,
Actg. Asst. Chief of Air Staff,
Material, Maintenance & Distribution.
(Army Member, Munitions Assignments
Committee (Air))

Incl:
1-Memo frm Gen. McClelland
"Assign. of Airplane to 11th
Airways Communications Sq.",
2/incl.

053.1 Alaska (B4)

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053.1 Alaska (B4)

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DECLASSIFIED A7A8P-8CL

Colonel B. V. Gaffney
Commanding Officer, A.T.C. Wing Headquarters
A.P.O. No. 462, Group I, c/o Postmaster
Minneapolis, Minnesota

Dear Bale:

This is to acknowledge your letter of July 9, 1943, and to agree that the record set for June of aircraft delivered to the U.S.S.R. over the Northern Route is very commendable.

July figures may suffer due to the fact that every effort was made in June to get as many aircraft as possible out of the country at the end of the Second Protocol and many of the actual deliveries out of Great Falls during June represented the cumulation of planes backlogged from previous months. This resulted in three hundred and eight (308) aircraft for the U.S.S.R. leaving Great Falls for Fairbanks during the month of June.

Our records show that so far this month (including July 15) one hundred and twenty-seven (127) planes have left Great Falls for Fairbanks. All except four of these are carryovers from the Second Protocol.

For your information there is attached hereto schedule of deliveries to be routed over the Northern Route of aircraft allocated to the U.S.S.R. for the period July — December 1943, inclusive.

Sincerely,

Dispatched
17 JUL 1943
AAG

Encl.:
Schedule

DECLASSIFIED
DOD Dir.
8 Jan. & 30 June 1974
By [illegible] Date 2/7/76

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~~SECRET~~

Air AGO 452.1 Alaska (7-1)

Copy for General Strutmeyer

Ltr 17 July 43

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To - Col. Longmead
1. Prop. of copy

DVG:cg

ARMY AIR FORCES
AIR TRANSPORT COMMAND
WING HEADQUARTERS
A.P.O. No. 462, Group I, c/o Postmaster
Minneapolis, Minnesota

9 July 1943.

Maj. Gen. C. E. Stratemeyer,
Chief of Staff,
Army Air Forces,
Washington, D. C.

Dear Strat:

Weather is fine, sun is shining, but damn few airplanes are coming up the line.

Last month we set a record, and as you know the fact that the one thousandth aircraft was delivered to our friends across the icy way was the subject of official correspondence.

No doubt there are reasons for this, but I thought that you would like to know, since to date (this month) our deliveries have fallen away behind schedule. The boys are itching and raring to go. They are also wondering what happened after the big splurge of last month.

Just wondered if you could do something about it.

Sincerely,

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

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DOD ltrs.
8 Jan & 20 June 1974
By [illegible] LC: Date 10/7/24

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Schedule of Deliveries over Northern Route of Aircraft Allocated to U.S.S.R. (July and December 1943, Inclusive)

Month	B-25's	A-20B's	B-26's	P-47's	Totals
July	25	100	190	18	333
August	25	60	250	15	350
September	25	60	250	20	355
October	25	60	250	20	355
November	25	60	150	20	255
December	25	60	150	20	255
Totals	150	400	1290	113	1953

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DOD Ltr.
8 Jan. & 20 June 1974
By LC; Date 10/2/74

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AFMSG-S/L
Major Calhoun/ak
Ext. 6870
19 Jul 1943

21 JUL 1943

Colonel Dale V. Gaffney
A.P.O. No. 655, Sp Z
c/o Postmaster
Minneapolis, Minnesota

Dear Colonel Gaffney:

Your letter of July 9th to General Stratemeyer with attached copy of the Cold Weather Testing Detachment Report has been received and noted with interest.

Naturally, time will not permit General Stratemeyer to study the report in detail, but it is understood that General Harmill and the different members of the Materiel Command regard it as one of the best and most complete of its kind they have ever seen.

With regard to the difficulties experienced last winter, the proper interpretation of aircraft has been made a responsibility of the Materiel Command. You are already acquainted with the action taken by that Command, including early in this year, to correct defects revealed by our experience last winter, to equip aircraft for cold weather operation and to insure their timely receipt by Cold Weather Test Detachment, Army Ground Forces,

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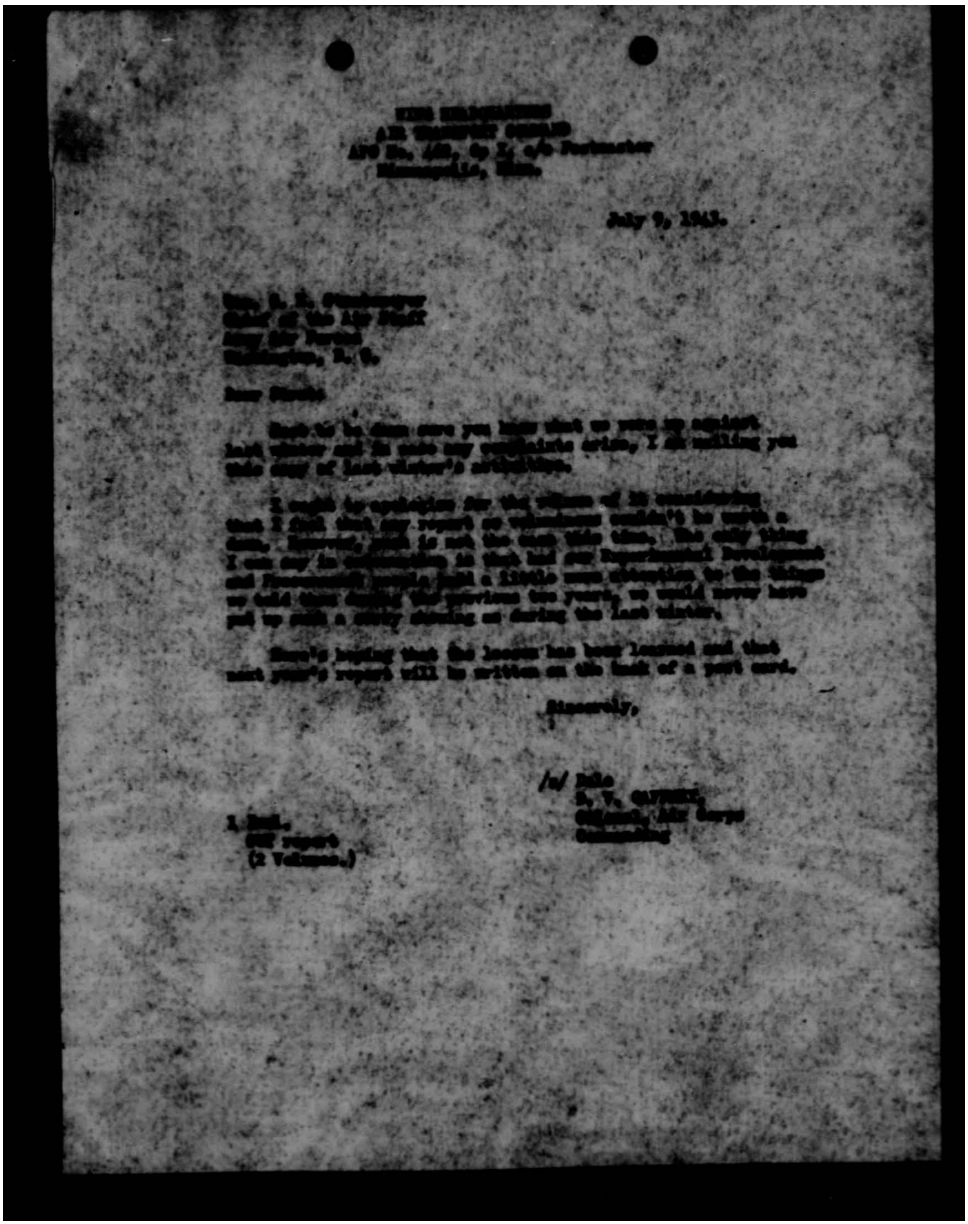

July 9, 1943.

Dear Bill:

Just to show you how much we were in accord, last winter and in case any questions arise, I am mailing you this copy of last winter's projection.

I might be criticized for the volume of 30 mentioning that I think that my report on Volunteer couldn't be much a guide. However, that is not the way this is. The only thing I was sure of in undertaking to work out our Experimental Development and Procurement Program, a little more attention to the things we did more during the previous ten years, we would never have got up with a shiny standing as during the last winter.

Here's hoping that the lesson has been learned and that next year's report will be written on the back of a post card.

Sincerely,

/s/ Bill
H. H. ARNOLD,
General, Air Corps
Commanding

1 Incl.
AAF report
(2 Volumes.)

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DOD Dirs.
8 Jan & 20 June 1974
By: [illegible] Date: 10-7-76

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4/52.1 Alaska (FO)

Tele
3/27/43

TO: Director of Communications
(later Asst. Chief of Air Staff, Operations)

DATE March 26, 1943

COMMENT NO. 6

FROM: Deputy Chief of the Air Staff.

MAL/ln/5265

For compliance with paragraph 3, comment No. 4.

Incl. n/e

Dispatched
MAR 27 1943

MILLARD A. LYNN
Lieut. Colonel, G. S. C.

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AG 452.1 Alaska (FO)

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DOD Dir. 5200.9 Sept 27 1979
By [illegible] NARS, Date 3-26-96

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452.1 Alaska (5)

File
BF
3/27/43

The Chief of the Air Staff
Attn: Air Adjutant General

Ltr Hdqrs. Mar. 25, 1943
Comment No. 5
WDGAS 5174

Attention is invited to comment 4b.

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

Encl 0-0

Dispatched
Mar 31 1943
AAG

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DOD Dir.
By [illegible] NC, Date 10-7-76

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TO: Asst. Chief of Air Staff, A-3

Date: Mar. 23, 1943
Comment No. 3
WDC:JB 5791

FROM: Air Adjutant General

For remark and recommendation.

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

Inal n-c

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DOD Dir.
5 Dec. & 30 June 1975
By: [illegible] NARS, Date: [illegible]

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Cargo Aircraft for Alaskan Route

Air Adjutant General

5/22/42

Assistant Chief of the Air Staff, A-3

320.2/314/0782

1. This Division does not concur in the assignment of the C-47 aircraft to the 54th, as requested in Radio 1048/Hqrs, or to the Army Ferrying Command System as requested in Radio 54.

2. If the shipment of personnel and materials for the Alaskan Airway Communications System was vital, four Alaskan operations, the 8th, 11th Air Force would furnish one of the 27 Army Service Transports now assigned to that theater.

3. It is recommended that the request for the additional transport be processed through the 8th, 11th Air Forces for his consent.

[illegible]
Brigadier General, U. S. A.

Encl. n/c

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~~SECRET~~ Unit AG 452.1 Alaska (5-22-42)

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File
3/24/43

To: Asst. Chief of Air Staff, A-3

From: Air Adjutant General

Date: Mar. 23, 1943
Comment No. 3
WDAG 5791

For remark and recommendation.

Dispatched
WDAG-241843

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

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

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Cargo Aircraft for Alaskan Route

Chief of the Air Staff
THRU: Director of Technical Services
Director of Communications

22 March 1943

1
TSC/D-1 AMSmmv 6324

1. Attention is invited to the Attached Radiogram from Alaska.

2. The Communications facilities on the Alaskan Route and for gathering and disseminating weather information are extremely vital and are incomplete. If these facilities are to be completed in a reasonable length of time, it is imperative that the Cargo Aircraft requested be supplied immediately.

3. In as much as the CAA are performing these tasks for the AACS, the Aircraft should be assigned to AACS.

A. W. MARSTON
Colonel, Air Corps

Incls:
Radiogram RC 394,
dtd 3/19/43

TO: Chief of the Air Staff

Date March 22, 1943

FROM: Director of Technical Services

Comment No. 2
TSC/ep/72219

1. Comment #1 concurred.

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

Incl
s/o

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~~SECRET~~

AAG 452 Alaska (3-8-43)

DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1974
By [illegible] NLC; Date 10-7-76

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

DECLASSIFIED
Alaska

AFDI JGS:bfc 74172
AFDMO - FCM:JB 5789

March 10, 1943

Major General W. O. Butler,
A.P.O. 888, c/o Postmaster,
Seattle, Washington.

Dear Bruce:

Many thanks for your letter of January 19, and for the sample cartoons which were drawn by one of your co-pilots.

These cartoons have been forwarded to our editorial office which prepares the Army Air Forces' official monthly magazine, "AIR FORCE". Every effort will be made to include the cartoons in the next issue. I feel certain that additional material of this nature can be used to good advantage. If you have not seen "AIR FORCE", it is no doubt due to the difficulties involved in sending copies to combat theaters. However, the Air Transport Command is doing its utmost to facilitate distribution consistent with military requirements.

You may be interested to know, we are getting very accurate results with the 75 millimeter gun which has been installed in B-25 airplanes. The B-25's equipped with this gun will be, I believe, a very effective weapon against light shipping. The first six of these airplanes are being set up for your theater and you should receive the first ones by April 1.

In spite of the damnable weather conditions, you and your men are making excellent progress and you are to be congratulated on the great job you are doing.

Sincerely yours,

For and in the absence of:

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

Dispatched
MAR 10 1943
AAG

(Sgd)

DECLASSIFIED

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

Gen. Stratemeyer

AAG 452.1 Alaska (3-10-43)

AAG 452.1 Alaska (3-8-43)

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[redacted]
A P O [redacted]

January 19, 1945

Lt. Gen. H. H. Arnold,
Chief, Army Air Forces,
Washington, D. C.

Dear General Arnold:

I thought that you might enjoy these samples of Aleutian humor done by one of our young co-pilots. When I thought they might possibly make copy for distribution. The artist will probably produce more and I will forward them if your office can use them and other that will keep me a line. I might explain that what we call "high level" is known as "skip-bombing" elsewhere.

We are getting along fairly well except for the foul, filthy weather which has all military operations fouled and is making us old fuss. We look where [redacted] are flying from yesterday's mission because of sudden change which closed the field right. I still have some hope that we may find some of the personnel of the two crews.

By [redacted] this time we had been so lucky that I thought the fates were on our side. These are the first combat airplanes that the military had taught since last August and they seem almost incredible in view of the conditions. Many times it has almost happened but we managed to get them all back until yesterday. I certainly pray that we can avoid it from now on, but this is almost too much to expect. If we had only the days to worry about life would be quite simple.

Sincerely yours,

/s/ William O. Butler
WILLIAM O. [redacted]
Major General, AC
Commanding

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DOD Dirs.
8 Jun. & 30 June 1974
By AG/Asst. SC, Date 10-7-74

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

AF[redacted] JCS;bfc 74172
AR[redacted] CM:JB 5789

DECLASSIFIED

March 10, 1943

Major General W. O. Butler,
A.P.O. 980, c/o Postmaster,
Seattle, Washington.

Dear Bruce:

Many thanks for your letter of January 19, and for the sample cartoons which were drawn by one of your co-pilots.

These cartoons have been forwarded to our editorial office which prepares the Army Air Forces' official monthly magazine, "AIR FORCE". Every effort will be made to include the cartoons in the next issue. I feel certain that additional material of this nature can be used to good advantage. If you have not seen "AIR FORCE", it is no doubt due to the difficulties involved in sending copies to combat theaters. However, the Air Transport Command is doing its utmost to facilitate distribution consistent with military requirements.

You may be interested to know, we are getting very accurate results with the 75 millimeter gun which has been installed in B-25 airplanes. The B-25's equipped with this gun will be, I believe, a very effective weapon against light shipping. The first six of these airplanes are being set up for your theater and you should receive the first ones by April 1.

In spite of the damnable weather conditions, you and your men are making excellent progress and you are to be congratulated on the great job you are doing.

Sincerely yours,

For and in the absense of:

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

Dispatched
Mar 10, 1943
GCD

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

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File
AF
3/12/43

AG 452.1 Alaska (29)

AG 452.1 Alaska (29)

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HEADQUARTERS ELEVENTH AIR FORCE
A.P.O. #980, SEATTLE, WASHINGTON

January 19, 1943

Lt. Gen. H. H. Arnold,
Chief, Army Air Forces,
Washington, D. C.

Dear General Arnold:

I thought that you might enjoy these samples of Aleutian humor done by one of our young co-pilots. Also I thought they might possible make copy for the Newsletter. The artist will probably produce more and I will forward them if your office can use them and some one will drop me a line. I might explain that what we call "deck level" is known as "ship bombing" elsewhere.

We are getting along fairly well except for the foul, fickle weather which has all weather guessers fooled and is making me old fast. We lost three B-24's and two crews are missing from yesterday's mission because of sudden change which closed the field tight. I still have some hope that we may find some of the personnel of the two crews.

Up to this time we had been so lucky that I thought the fates were on our side. These are the first combat airplanes that the weather has caught since last August and that seems almost incredible in view of the conditions. Many times it has almost happened but we managed to get them all back until yesterday. I certainly pray that we can avoid it from now on, but that is almost too much to expect. If we had only the Japs to worry about life would be quite simple.

Sincerely yours,

/s/ William O. Butler
WILLIAM O. BUTLER
Major General, AC
Commanding

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DOD Dir.
E.O. 12356, Sec. 3.3
By [illegible] NLC, Date 8-7-96

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Message No. 82, dtd Feb. 2, 1943, Headquarters, Eleventh Air Force

1

air AS 953, Alaska (17)

TO: Deputy Chief of Air Staff

DATE: Feb. 11, 1943

FROM: Air Defense

CORRESPONDENCE NO. 2
AV/5b - 7250

1. According to the best information available to this Directorate, the personnel sent to Alaska for the purpose of conversion of P-38's and P-40's to WDF ware thoroughly trained and had with them an adequate supply of operating manuals and maintenance manuals which accompanied them prior monthly to Alaska. These manuals are complete in every respect, and contain all the necessary markings, wiring diagrams, blue prints, photos, drawings, sketches and instructions for the required conversion.

2. Before the personnel left for Alaska, they were given an intensive course of training at Wright Field, and demonstrated to the satisfaction of their commanding officers that they were capable of converting the airplanes.

3. Capt. Latham, Signal Section, Air Service Command, who returned from Alaska four days ago, stated that the installation personnel control him that they were fully equipped for the conversion of Alaska fighter aircraft. Capt. Latham also stated that the installations were not been ordered to delay conversion until adequate ground installations have been completed.

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DOD ltrs.
3 Jan. & 20 June 1974
By: [illegible] JC, Date 10-7-76

~~SECRET~~

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Message No. 62, dtd Feb. 2, 1943, Headquarters, Eleventh Air Force

Deputy Chief of Air Staff — Feb. 11, 1943

Air Defense — 1 (Cont'd)

4. The necessary parts and equipment have been shipped by air express, and it was in order to trace these shipments, among other things, that Lt. Harvey was sent to Alaska.

5. It is recommended that pending receipt of additional information from Alaska, no further action be taken.

GORDON P. SAVILLE
Brig. Gen., U. S. Army

1 Incl. n/c

TO: Air Adjutant General

DATE 16 Feb. 43

FROM: Deputy Chief of the Air Staff

COMMENT NO. 3
MAL/mdc/5265

1. Noted by General Hanley.

2. No further action necessary (see outgoing message No. 2014 under date of Feb. 6, 1943).

3. For files.

Incl. n/c

MILLARD A. LYBRY,
Lieut. Colonel, G. S. C.

File 2-a 2/18/43

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2

Air Ac 452.1 Alaska (77)

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DOD Dir. 5200.1
By: [illegible] NSC Date: 12-7-76

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A-4/1193

Cold Weather Testing in Alaska

Chief of the Air Staff, Through:
Director of Military Requirements.
Asstt. Chief of the Air Staff, A-4, and
Deputy Chief of the Air Staff.

Feb. 26, 1943

Enclos. - None

FROM: Material Command - WC

1. All of the airplanes listed in Comment No. 1, with the exception of P-40s, have left Great Falls. Of those airplanes which have left Great Falls, all except one P-39D and one C-64A have arrived at Ladd Field. The P-40Es are not yet out of production, but it is estimated that these airplanes will be ready overseas in March. The other airplane other than those listed above is still in the continental U. S., namely, a P-39M. This preliminary airplane and, in the majority of instances, most of the other airplanes which were delayed during January and February, were held up by mechanical difficulties and not winterization.

2. With further reference to Comment No. 1, separate, individual hydraulic systems for turbo control are now being installed in P-38 airplanes.

3. In accord with Paragraph 2 of Comment No. 2, instructions have been issued to provide test questionnaires on airplanes and equipment for Ladd Field.

B. E. [illegible]
Brig. Gen., U.S.A.

TO: Chief of the Air Staff

DATE: March 2, 1943

FROM: Dir. of Military Requirements

COMMENT NO. 5
MRD/vk 3020

1. The action taken by the Material Command is considered adequate.

MERVIN E. GROSS,
Colonel, Air Corps.

3/7/43

Incl. 3-1

cc: Deputy Chief of the Air Staff

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DOD Dir. 5200.1 Alaska

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000 Ltr.
9 Nov. & 30 June 1974
By AFHRA (John) AO; Case 12-1-76

~~SECRET~~

DECLASSIFIED

A-4/1193

TO: Deputy Chief of the Air Staff.

Date: March 4, 1943

FROM: Assistant Chief of the Air Staff, A-4.

COMMENT No. 7
MMR/rs/4849

1. Noted.

2. Concur in comment #5.

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

DECLASSIFIED

~~SECRET~~

w/d to Gen. Clarke (78)

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DOD Dir.
5 Jun 5 80 June 1972
By [illegible] Date [illegible]

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Cold Weather Testing in Alaska

Asst. Chief of Air Staff, A-4 3-3-43

Air Adjutant General

WDGAS 5789

Forwarded in accordance with routing indicated in comment No. 1.

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

Dispatched
MAR 3 1943
AAG

Air CG 452.1 Alaska (2c)

3/3/43

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DOD Dirs.
8 Jun. & 30 June 1954
By [illegible] LC, Date 10- 7-76

~~SECRET~~

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Cold Weather Testing in Alaska

Chief of the Air Staff, Through,
Director of Military Requirements,
Asst. Chief of the Air Staff, A-4, and
Deputy Chief of the Air Staff.

Feb. 26, 1943
4
MEMsdms - 3401

FROM: Material Command - 6E

1. All of the airplanes listed in Comment No. 1, with the exception of P-61s, have left Great Falls. Of these airplanes which have left Great Falls, all except one P-38G and one C-54A have arrived at Ladd Field. The P-61As are not yet out of production, but it is estimated that these airplanes will be ready sometime in March. One other airplane other than those listed above is still in the continental U. S., namely, a P-38H. This particular airplane and, in the majority of instances, most of the other airplanes which were delayed during January and February, were held up by mechanical difficulties and not winterization.

2. With further reference to Comment No. 1, separate, individual hydraulic systems for turbo control are now being installed in B-24 airplanes.

3. In accord with Paragraph 2 of Comment No. 3, instructions have been issued to provide test questionnaires on airplanes and equipment for Ladd Field.

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

TO: Chief of the Air Staff

DATE: March 2, 1943

FROM: Dir. of Military Requirements

COMMENT NO. 5
MEMsvk 3020

1. The action taken by the Material Command is considered adequate.

MERVIN E. GROSS,
Colonel, Air Corps.

DECLASSIFIED

~~SECRET~~ 5

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air ab 452.1 Alaska (76)

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DOD Dirs.
6 Jan. & 30 June 1974
By: [illegible] JC; Date 10-7-76

~~SECRET~~

DECLASSIFIED

Message No.82, dtd Feb. 2, 1943, Headquarters, Eleventh Air Force.

Director of Air Defense.

6 February 1943

Deputy Chief of Air Staff.

#1

TJH/cms/6371

1. The comments contained in the attached memorandum do not answer the original question which was: "How can we send personnel without telling them what to do?"

2. If you refer to the cablegram, you will note that it states that the conversion of P-38's and P-40's is being delayed because installation personnel have no instructions or drawings for conversion. Your comments make no reference to this statement except that you imply in paragraph #2 that the statement is not correct by stating that the delay results from some other cause.

3. Request that this matter be further investigated.

air ob 450.1 Alaska (72)

Incl: Secret Memo for the Cable Secretary, Air Staff, frm Lt.Cavenagh, Dir. of Air Defense, dtd 2-5-43, Subj. as above.

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

Dispatched
FEB 7 1943
AAG

File
HJR
2/7/43

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Miss Ingram
air ob 450.1 Alaska (72)

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DOD Dirs. 5 Jan. & 30 June 1954
By [illegible] LC; Date 10-7-76

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES (AFRON G-3)
WASHINGTON

January 13, 1943

MEMORANDUM FOR GENERAL HANLEY:

SUBJECT: Delivery of Aircraft to Alaska

1. The present position of the B-24 type aircraft is as follows:

Project MK-6 for 2 airplanes

1 At Oklahoma City
1 Delivered to Colonel Erickson at Oklahoma City December 29

Project MK-10 for 16 airplanes

8 Delivered
2 At Whitehorse enroute
1 At Casper enroute
1 At Great Falls
1 Delivered to Colonel Erickson at Oklahoma City December 29
2 At Oklahoma City
1 At Wright Field for Radar Tests

Project MK-9 for 3 airplanes

1 Reported available January 12 at Fort Worth Modification Center
2 Estimated to be completed at Fort Worth by January 20

Project MK-9b for 1 airplane

1 Estimated to be completed at St. Paul February 4

The above totals 22 B-24's. The delay in the delivery of these planes has been due to difficulties experienced with the superchargers which were not anticipated at the time the orders were placed.

air AG 452.1 Alaska (5-)

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air AG 452.1 Alaska (5-)

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2. The present position of the B-26 type aircraft for Alaska is as follows:

Project 444 for 34 airplanes

29 Delivered
1 At Ft. Nelson enroute
1 At Fairbanks
1 At Northway, requires engine change
1 At Grand Prairie, ground looped
1 At Wright Field for Radar Tests

Project MX-88 for 2 airplanes

2 Estimated complete January 20

Project 30002 for 8 airplanes
(Diverted from Iceland by War Department letter January 4, received for action January 8)

1 At Battle Creek
5 At Rome Air Depot, expected to depart today
2 At Wilmington, mechanical trouble

The above is a total of 44 B-26 airplanes. The 8 diverted from Iceland are under orders to proceed to Alaska through Great Falls at once. Only 1 B-26 is now at Battle Creek. It arrived there on January 8. This movement is being expedited.

3. The 12 P-38's for Alaska now at the sub-depot at Hamilton Field were aircraft in the possession of the Fourth Air Force when the Western Defense Command elected to have these planes winterized by the Fourth Air Force Service Command and transferred to Alaska. The movement of the planes was accomplished by pilots of the Fourth Air Force. Eight of these airplanes were delivered by the Fourth Air Force at the sub-depot at Hamilton on January 1, the remaining 4 on January 2. The sub-depot requisitioned the necessary equipment and a substantial portion of it was received by them on January 8. On January 9 a representative of Lockheed arrived at Hamilton. Some parts were still short. A plane in which prop boots were being flown to Hamilton cracked up and it was necessary to secure replacements. On January 12 the project was 2% complete. An estimate of 100% completion will be available within 24 hours.

Gen. Ca[illegible]
Col. Ha.

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aisab 459, Alaska (55)

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NARS, Date 10-7-77

~~SECRET~~

Cold Weather Testing in Alaska

General Hanley

2/5/43

General Stratemeyer

1.

Colonel Gaffney reported to me this morning and went over some of the difficulties reference his Unit. He stated that he would contact all agencies in Washington, Wright Field, and Patterson Field, giving them all possible information which is essential to make his Unit a success, both for cold weather tests and the processing of airplanes for the Russians.

He also stated that insofar as the airplanes for his Unit for cold weather tests are concerned, the following had not been received:

1	C-54
1	B-24
2	P-47's
2	A-20's
2	P-38's
2	P-51's

He further stated that for the B-24 there must be a separate, individual hydraulic system for the turbo control.

Reference the above, it is desired that you take the necessary action to correct these deficiencies, and inform all agencies to take the proper action reference Colonel Gaffney's visit.

G. E. S.

TO: Director of Military Requirements THRU
Assistant Chief of Air Staff, A-4 (By note only)

DATE 5 Feb. 1943

FROM: Deputy Chief of Air Staff.

COMMENT NO. 2

Colonel Gaffney must be given all of the assistance possible in obtaining the above airplanes. The winterization, in accordance with his instructions, will be performed concurrently with the winterization of Russian airplanes. It is desired that this winterization, however, be performed at some place other than Great Falls because that station is overloaded.

Please take necessary action with Materiel Command and the Air Service Command to expedite this movement.

DECLASSIFIED
[illegible] HANLEY, JR.,
Brigadier General, U.S.A.,
~~SECRET~~ Deputy Chief of Air Staff.

Taken by Sparks 2/5/43

AG 452.1 Alaska (2-6-43) (26)

AG 452.1 Alaska (2-6-43) (76)

~~CONFIDENTIAL~~

DECLASSIFIED

AFDAS
TJH/eva/6371

JAN 31 1943

Colonel Dale V. Gaffney,
Headquarters, Ladd Field,
Fairbanks, Alaska.

Dear Dale:

This is in reply to your letters of January 13th.

I have directed an investigation of the spare parts situation to determine just why spare parts cannot be furnished for six months, and whether or not the Army Air Forces have lived up to their promises to the Russians made in conferences at this Headquarters.

Your scheme for setting aside two or three transports to take care of emergency spares for the Alaskan route is sensible, and the Air Service Command has been pressing us to do that. Although, from a supply standpoint, it appears the only possible thing to do to correct the situation, it is not practicable from an operating viewpoint when we consider the necessity for using every transport which we have to its maximum capacity. Efficient supply depends upon constantly available transportation, which is in accordance with your wish. Efficient operation of aircraft to obtain the greatest possible tonnage of supplies over the world, requires schedule operation with maximum loads. In considering the over-all picture, it has been decided that no transports will be held for emergency use but that all will be operated by the Air Transport Command on scheduled runs. If production increases to meet the needs of the Air Transport Command, consideration can be given to assignment of air transports to the Air Service Command for emergency supply.

With reference to winterization, a very thorough investigation is now being made of the entire program. The items which you called to my attention showing friction within the Materiel Command and between the Materiel Command and other Air Force activities are being brought out into the open and corrected. I am not using your name or the information which

AG 452.1 Alaska (23)

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DECLASSIFIED [illegible] 1974
By [illegible] NARS, Date 10-7-77

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~~CONFIDENTIAL~~
DECLASSIFIED
- 2 -

you furnished because these matters have already been developed. Our engineers do tell us, however, that with proper servicing the hydraulic systems in use are satisfactory. Your remarks on this matter have been furnished the Material Command without disclosing the source.

In order to make your remarks on the hydraulic systems of the P-61 a matter of record, I would suggest that you submit an Unsatisfactory Performance Report outlining the information contained in your letter to me.

I was pleased to note a recent telegram from you that the delivery of aircraft at destination is improving, and that you can now take more airplanes.

We are trying hard to deliver the balance of your own planes for test. A general officer of the Material Command has been placed in charge of the winterization program with full authority to issue such instructions reference changes and servicing to expedite the movement of aircraft.

Sincerely,

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

Dispatched
JAN 31 1943
AAG

Ltr
a/c 1/31/43

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8 Jan & 29 June 1974
By CA, LC; Date 9/7/76

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DOD dirs.
8 Jan. & 30 June 1974
By ... NC: Date 10-7-76

DECLASSIFIED SECRET

Status of Aircraft for Winter Test - as of January 25, 1943.

CHIEF OF THE AIR STAFF THRU: ASSISTANT CHIEF OF THE AIR STAFF, A-4 Attn: Col. Ballard. 1/25/43

WAR ORGANIZATION AND MOVEMENT 1

RCB:MF 471079

1. For your information, the status of delivery of airplanes set up for Winter Test at Ladd Field, as of January 25, 1943, is as follows:

a.	Delivered Ladd Field	20
b.	At Big Delta (P-40K)	1
c.	At Great Falls (2 A-20Cs and 1 P-38G) These airplanes held at Great Falls due first priority given movement of Russian airplanes. So far, attempts of Materiel Command to get waiver for Winter Test airplanes have been unsuccessful	3
d.	Ready at various points, enroute Great Falls, awaiting weather (B-24D, P-39M-1, P-39MO, P-38G, 2 P-47C-5)	6
e.	C-54A being returned to Contractors Plant, after test at Minneapolis, for heating system changes. Expected again ready February 4, 1943	1
f.	Under Navy control - 2 A-25s	2
g.	February production - 2 P-51A	2
h.	April production - 2 P-61 (this Directorate has recommended these airplanes be dropped from current Winter Test program	2
	TOTAL: New Production Aircraft	37
i.	Not incorporated in directive to Materiel Command but scheduled to Ladd Field for test and operational use (AT-6, AT-10, L-1A) expected ready at Wright Field for delivery this month.	3

2. Due to priority given winterization check of Russian airplanes at Great Falls, no estimate can be given as to dates three airplanes at Great Falls (e above) and six airplanes enroute Great Falls (d, above) may be delivered Ladd Field.

JAN 26 '43 PM

RECEIVED

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F. W. EVANS
Brig.Gen., USA
Dir. of D/AAF

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DOD ltrs.
[illegible] & 20 June 1974
By: [illegible] NC, Date 10/[illegible]/74

HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Accuracy of Information Received by General DeWitt and General Stratemeyer

TO: Deputy Chief of Air Staff DATE 1-20-43

FROM: Air Transport Command COMMENT NO. 2 (Cont.)

2. The Ferrying Division reports only those aircraft flown by Ferrying Division crews within the United States. This report does not pick up airplanes flown by combat or replacement crews from Staging Areas in the Air Force until these planes are actually reported as arriving at the final U. S. departure points, such as Great Falls. The Ferrying Division cannot report the positions of aircraft which are not yet released to them to fly, such as the P-38 airplanes mentioned in both radiograms.

3. Since aircraft are continually moving, it is essential that some set time and some set date be agreed upon for these Position Reports. The Air Transport Command reports positions as of 8:00 EWT each night. A few hours later, this report may change materially, and will undoubtedly change in some respects before all the data can be compiled and the whole report published the following day.

4. This Command has no knowledge of the source from which General DeWitt received his information. To the best of our knowledge, the information furnished in General Stratemeyer's radiogram was accurate.

5. For the past six months the Ferrying Division has been processing cables from the Foreign Wings, Air Transport Command, and issuing the daily status report containing information on the movement of ferried aircraft and aircraft flown by combat crews over Air Transport Command routes. At the present time, the 16th Statistical Control Unit is in the process of taking over and publishing the Foreign Movement Report in connection with which a complete survey of the problem is being conducted. The results of the survey and recommendations as to the best procedure by which accurate and up-to-date information on aircraft movement can be obtained will be forwarded in the near future.

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

Incls: n/c

TO: Adjutant General
FROM: DEPUTY Chief of the Air Staff

DATE: 1-29-43
COMMENT NO: 3
MAL:hjb 5265

1. Noted by General Hanley

2. For files.

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~~SECRET~~

MILLARD A. LIBBY
Lt. Col., G.S.C.

Incls: n/c Cables Returned

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ROUTING AND RECORD SHEET

05/4a/11-2/06

TALLY NO.	
FILE NO.	

SUBJECT: Accuracy of Information Received by General DeWitt and General Stratemeyer.

DECLASSIFIED

TO: Deputy Chief of Air Staff ~~SECRET~~ DATE 1-20-43

FROM: Air Transport Command

By Authority of The Commanding General Air Transport Command

COMMENT NO. 2

AFATC/FER/WHT/GDC/pfp

1/21/43 H.N. for
Date Initials Division

1. The information contained in General Stratemeyer's radiogram dated January 13th is assumed to be based in part on the Air Transport Command Position Report of January 12th because of the date of the radiogram. The general location of the aircraft in question, both in the radiogram signed Stratemeyer and the radiogram signed DeWitt, are essentially the same. The differences noted are due to the fact that airplanes are continually moving. The Position Report prepared by the Ferrying Division, Air Transport Command, is the position of aircraft as of 8:00 EWT each night, and this report is released the following day. A comparison of the radiograms and the Ferrying Division Report follows:

Ferrying Division Report as of 1/12/43	Information in Radiogram signed Stratemeyer	Information in Radiogram signed DeWitt	Ferrying Division Report as of 1/18/43
Delivered to Anchorage	Delivered to Anchorage	Delivered to Anchorage	Delivered to Anchorage
B-24D - 16 B-25D - 29	B-24D - 8 B-25 -30	B-24D - 10 (1 by Col. Erickson personally	B-24D - 16 B-25D - 30
Fairbanks	Enroute under Col. Erickson	B-25 - 33 departed Great Falls some time ago for Alaskan Defense Command - majority now in action.	Fairbanks
B-25D 41-29755	B-24D - 2		B-24D 41-23887 B-25D 41-29755
Northway	Enroute Between Great Falls and Fairbanks	Enroute ADC, Down for Repairs	Northway
B-25D 41-29753	B-24D - 3	B-24D - 1	B-25D 41-29753
Whitehorse	Fort Nelson		Grand Prairie
B-24D 41-23887 B-25D 41-29777	B-25D - 1		B-25D 41-29793
Grand Prairie	Northway		
B-25D 41-29793	B-25D - 1		
	Grand Prairie B-25D - 1		

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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TALLY NO.	
FILE NO.	

SUBJECT: Accuracy of Information Received by General DeWitt and General Stratemeyer.

TO: Deputy Chief of Air Staff

DATE 1-20-43

FROM: Air Transport Command

COMMENT NO. 2a (Cont.)

Ferrying Division Report as of 1/12/43	Information in Radiogram signed Stratemeyer	Information in Radiogram signed DeWitt	Ferrying Division Report as of 1/18/43
Great Falls B-24D 41-23884 23890 23892 23970 B-25C 42-53347 53348	**Great Falls** B-24D - 1	**Great Falls** B-24D - 6 (including one flown by officer of Col. Erickson's party)	**Great Falls** B-24D 41-23884 23890 23891 23892 23970 B-25C 42-53347 53348
Wright Field B-24D 41-23848 B-25D 41-29788	**Fort Worth** B-24D - 1	**St. Paul** B-24D - 1	**Battle Creek** B-25C 42-53349 53350 53355
Langley Field B-24D 41-23878	**Wright Field** B-24D - 1 B-25 - 1	**Fort Worth** B-24D - 2	**Wright Field** B-25D 41-23941
Fairfield A.D. B-24D 41-23708	**Battle Creek** B-25 - 1	**Enroute Ft. Worth to Great Falls** B-24D - 1	**Fairfield A. D.** B-24D 41-23941
Oklahoma City B-24D 41-23891	Undergoing Modification - 9	**Oklahoma City** B-24D - 1	**Pittsburgh** B-25C 42-53352
	Hamilton Field P-38 - 12	**Battle Creek** B-25 - 1	**Wilmington** B-25C 42-53354 53356
		Rome, New York B-25 - 5	**Oklahoma City** B-24D 41-23848
		Wilmington B-25 - 2	**Buffalo, New York** B-25C 42-53345 53351
		Hamilton Field P-38 - 12	**Long Beach** P-38G 42-12800

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DOD 5200
E.O. 12356, Sec. 3.4 & 3.5 June 1978
By [illegible] NARA, Date 10-7-96

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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TALLY NO.	
FILE NO.	

SUBJECT: Accuracy of Information Received by General DeWitt and General Stratemeyer.

TO: Commanding General, Air Transport Command. DATE 1-16-43

FROM: Deputy Chief of the Air Staff. COMMENT NO. #1
TJH/cmc/6371

1. Please check these two telegrams. The one signed Stratemeyer was made up from information furnished by your Command. General DeWitt's figures are radically different. It appears as if his Headquarters is getting information from unauthorized sources or the information furnished this Headquarters has been inaccurate.

2. Can you recommend some procedure by which this can be avoided in the future?

Incls: Secret Message No. 472 dtd 1-15-43, Cy. No. 18, incoming; Secret Message No. 2581 dtd 1-13-43, Cy. No. 18, outgoing to CG, Western Defense Command.

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

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AAG 452.1 (3-16-43)

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DOD Dir.
8 Jan. & 20 June 1974
By [illegible] NC, Date 10-7-74

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Accuracy of Information Received by General Reffkin and General Stratemeyer.

Deputy Chief of Air Staff
Air Transport Command

1-60-43
2.

By Authority of
The Commanding General
Air Transport Command
1/2/43 H.H. For
Initials

ATAHC/frm/mm/320/pCp

1. The information contained in General Stratemeyer's radiogram dated January 15th is assumed to be based in part on the Air Transport Command Position Report of January 10th because of the date of the radiogram. The general location of the aircraft in question both in the radiogram signed Stratemeyer and the radiogram signed Reffkin are essentially the same. The differences noted are due to the fact that airplanes are continually moving. The Position Report prepared by the Ferrying Division, Air Transport Command, is the position of aircraft as of 0001 EST each night, and this report is released the following day. A comparison of the radiograms and the Ferrying Division Report follows:

Ferrying Division Report as of 1/10/43	Information in Radiogram signed Stratemeyer	Information in Radiogram signed Reffkin	Ferrying Division Report as of 1/11/43
[redacted] to [redacted]	[redacted] to [redacted]	[redacted] to [redacted]	[redacted] to [redacted]
[redacted] - 16 [redacted] - 29	[redacted] - 6 [redacted] -23	[redacted] - 30 (1 by Cdr. Atkinson personally	[redacted] - 16 [redacted] - 30
Fairbanks [redacted]	Enroute under Cdr. [redacted]	[redacted] - 33 departed Great Falls some time ago for Alaskan Defense Command - majority now in action.	Fairbanks [redacted]
Nadliorn [redacted]	[redacted] - 2	Enroute ATC, Dunn for [redacted]	Nadliorn [redacted]
Edmonton [redacted] [redacted]	Enroute Ashaina, Great Falls or Edmonton [redacted] - 3	[redacted] - 2	Grand Prairie [redacted]
Grand Prairie [redacted]	Fort Nelson [redacted] - 1		
	Watson [redacted] - 1		
	Grand Prairie [redacted] - 1		

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DOD Dir. 5200.9
9 Jan. & 20 June 1974
By [illegible] NCI Date 10-2-76

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Summary of Information Received by General Duffié and General Montemayor.

Deputy Chief of Air Staff

Air Transport Command

3-30-43

2.
(Cont.)

Ferrying Division Report as of 1/28/43	Information in Radio-gram signed Montemayor	Information in Radio-gram signed Duffié	Ferrying Division Report as of 1/28/43
Grand Falls	Grand Falls	Grand Falls	Grand Falls
B-24D 41-23681, 23689, 23697, 23970	B-24D - 1	B-24D - 6 (including one flown by officer of Gen. Brisbane's party)	B-24D 41-23681, 23689, 23691, 23692, 23970
B-25C 41-13147, 13148	Fort Worth	Ste. Foy	B-25C 41-13147, 13148
Dalhart Field	B-24D - 1	B-24D - 1	Battle Creek
B-24D 41-23689, B-25C 41-13165	Dalhart Field	Fort Worth	B-25C 41-13149, 13150, 13155
Lemoore Field	B-24D - 1	B-24D - 2	Wright Field
B-24D 41-23978	B-25 - 1	Romulo Fla. North to Dalhart	B-25D 41-29911
Fairfield A. D.	Battle Creek	B-24D - 1	Fairfield A. D.
B-24D 41-23708	B-25 - 1	Columbus City	B-24D 41-23911
Columbus City	Undergoing modification - 9	B-24D - 1	Pittsburgh
B-24D 41-23692	Hamilton Field	Battle Creek	B-25C 41-13052
	P-38 - 22	B-25 - 1	Wilmington
		Romulo New York	B-25D 41-29[illegible], 29[illegible]
		B-25 - 5	Columbus City
		Wilmington	B-24D 41-23692
		B-25 - 2	Buffalo, New York
		Hamilton Field	B-25C 41-13147, 13151
		P-38 - 22	Long Beach
		~~SECRET~~ DECLASSIFIED	P-38 41-2[illegible]

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

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DECLASSIFIED

Accuracy of Information Received by General DeWitt and General Stratemeyer

Deputy Chief of Air Staff 1-30-43

Air Transport Command

2
(Cont.)

3. The Ferrying Division reports only those aircraft flown by Ferrying Division crews within the United States. This report does not pick up airplanes flown by combat or replacement crews from Staging Areas in the Air Force until these planes are actually reported as arriving at the final U. S. departure points, such as Great Falls. The Ferrying Division cannot report the positions of aircraft which are not yet released to them to fly, such as the P-38 airplanes mentioned in both radiograms.

3. Since aircraft are continually moving, it is essential that some set time and some set date be agreed upon for these Position Reports. The Air Transport Command reports positions as of 8:00 EWT each night. A few hours later, this report may change materially, and will undoubtedly change in some respects before all the data can be compiled and the whole report published the following day.

4. This Command has no knowledge of the source from which General DeWitt received his information. To the best of our knowledge, the information furnished in General Stratemeyer's radiogram was accurate.

5. For the past six months the Ferrying Division has been processing cables from the Foreign Wings, Air Transport Command, and issuing the daily status report containing information on the movement of ferried aircraft and aircraft flown by combat crews over Air Transport Command routes. At the present time, the 16th Statistical Control Unit is in the process of taking over and publishing the Foreign Movement Report in connection with which a complete survey of the problem is being conducted. The results of the survey and recommendations as to the best procedure by which accurate and up-to-date information on aircraft movement can be obtained will be forwarded in the near future.

Incls: n/c

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

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3.

AAF 452.1 Alaska (31)

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000 Hrs.
8 Jan. & 20 June 1974
by [illegible] MC Para II-7-3c

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DECLASSIFIED

Discrepancy of Information Received by General Dahlia and General Strutemeyer.

Commanding General, Air Transport Command

Deputy Chief of the Air Staff

1-26-43

AFHQ
322/ops/6372.

1. Please check these two telegrams. The one signed Strutemeyer was made up from information furnished by your Command. General Dahlia's figures are radically different. It appears as if his Headquarters is getting information from unauthorized sources or the information furnished this Headquarters has been inaccurate.

2. Can you recommend some procedure by which this can be avoided in the future?

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

Incls: Secret Message No. 472 dtd 1-25-43, Op. No. 18, incoming;
Secret Message No. 2911 dtd 1-13-43, Op. No. 18, outgoing to CO, Western Defense Command.

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DOD Dir. 5 Jan. & 28 June 1976
By [illegible] NCD, Date 10-7-76

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DECLASSIFIED

Accuracy of Information Received by General DeWitt and General Stratemeyer.

Deputy Chief of Air Staff

Air Transport Command

~~SECRET~~

By Authority of
The Commanding General
Air Transport Command

1-20-43

2.

AFATC/rm/mr/mrc/pfp

1/21/43 W.N. Jr.
Date Initials

1. The information contained in General Stratemeyer's radiogram dated January 13th is assumed to be based in part on the Air Transport Command Position Report of January 12th because of the date of the radiogram. The general location of the aircraft in question, both in the radiogram signed Stratemeyer and the radiogram signed DeWitt, are essentially the same. The differences noted are due to the fact that airplanes are continually moving. The Position Report prepared by the Ferrying Division, Air Transport Command, is the position of aircraft as of 8:00 EST each night, and this report is released the following day. A comparison of the radiograms and the Ferrying Division Report follows:

Ferrying Division Report as of 1/12/43	Information in Radiogram signed Stratemeyer	Information in Radiogram signed DeWitt	Ferrying Division Report as of 1/18/43
Delivered to Anchorage	Delivered to Anchorage	Delivered to Anchorage	Delivered to Anchorage
B-24D - 16	B-24D - 8	B-24D - 10 (1 by Col. Erickson personally	B-24D - 16
B-25D - 29	B-25 -30		B-25D - 30
Fairbanks	Enroute under Col. Erickson	B-25 - 33 departed Great Falls some time ago for Alaskan Defense Command - majority now in action.	Fairbanks
B-25D 41-29755	B-24D - 2		B-24D 41-23887
Northway	Enroute Rotoumi Great Falls not reported	Enroute ADC, Down for Repairs	B-25D 41-29755
B-25D 41-29753	B-24D - 3	B-24D - 1	Northway
Whitehorse	Fort Nelson		B-25D 41-29753
B-24D 41-23887	B-25D - 1		Grand Prairie
B-25D 41-29777	Northway		B-25D 41-29793
Grand Prairie	B-25D - 1		
B-25D 41-29793	Grand Prairie		
	B-25D - 1		

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Accuracy of Information Received by General DeWitt and General Stratemeyer.

Deputy Chief of Air Staff

Air Transport Command

1-20-43

2.
(Cont.)

Ferrying Division Report as of 1/12/43	Information in Radiogram signed Stratemeyer	Information in Radiogram signed DeWitt	Ferrying Division Report as of 1/18/43
Great Falls	Great Falls	Great Falls	Great Falls
B-24D 41-23685 23689 23692 23970	B-24D - 1	B-24D - 6 (including one flown by officer of Col. Erickson's party)	B-24D 41-23685 23689 23691 23692 23970
B-25C 42-53347 53348	Fort Worth	St. Paul	B-25C 42-53347 53348
Wright Field	B-24D - 1	B-24D - 1	Battle Creek
B-24D 41-23686 B-25D 42-53708	Wright Field	Fort Worth	B-25C 42-53349 53350 53355
Langley Field	B-24D - 1 B-25 - 1	B-24D - 2	Wright Field
B-24D 41-23676	Battle Creek	Enroute Ft. Worth to Great Falls	B-25D 41-23941
Fairfield A.D.	B-25 - 1	B-24D - 1	Fairfield A. D.
B-24D 41-23708	Undergoing Modification - 9	Oklahoma City	B-24D 41-23941
Oklahoma City	Hamilton Field	B-24D - 1	Pittsburgh
B-24D 41-23691	P-38 - 12	Battle Creek	B-25C 42-53352
		B-25 - 1	Wilmington
		Reno, New York	B-25C 42-53353 53354
		B-25 - 5	Oklahoma City
		Wilmington	B-24D 41-23688
		B-25 - 2	Buffalo, New York
		Hamilton Field	B-25C 42-53346 53351
		P-38 - 12	Long Beach
			P-38D 42-22800

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DOD DIR. 5200.9 and 10 June 1974
By ... NSC Date 10-7-77

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Accuracy of Information Received by General DeWitt and General Stratemeyer.

Commanding General, Air Transport Command. 1-16-43

Deputy Chief of the Air Staff.

RJH/cmc/6372

1. Please check these two telegrams. The one signed Stratemeyer was made up from information furnished by your Command. General DeWitt's figures are radically different. It appears as if his Headquarters is getting information from unauthorized sources or the information furnished this Headquarters has been inaccurate.

2. Can you recommend some procedure by which this can be avoided in the future?

Incls: Secret Message No. 472 dtd 1-15-43, Gy. No. 18, incoming; Secret Message No. 2561 dtd 1-13-43, Gy. No. 18, outgoing to CG, Western Defense Command.

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

Dispatched
JAN 17 1943
AAG

AG 452.1 Alaska (1)

File 1/17/43

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AG 452.1 Alaska (1)

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UCG 4FS
8 Jan. & 20 June 1974
By ale Date 12-7-77

HEADQUARTERS ARMY AIR FORCES

ROUTING AND ~~CONFIDENTIAL~~ RECORD SHEET

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TALLY NO.	427
FILE NO.	

SUBJECT: Loose Equipment on Replacement Airplanes for Alaska.

TO: Chief of the Air Staff
(Thru Deputy Chief of the Air Staff)

FROM: Assistant Chief of the Air Staff, A-4.

DATE 1-13-43

COMMENT NO. 1
WMK/ceh 74380

1. In accordance with attached memorandum, the following action has been taken:

a. In order to determine why this equipment was missing when the airplane arrived in the theater of operation, Materiel Command is sending a wire to Alaska asking for specific information as to the serial number of the airplane, and the exact equipment that was missing on each airplane.

b. Materiel Command is checking modification centers to see that all future replacement airplanes are completely equipped.

c. Air Service Command is taking necessary action to supply shortages and to see that the above shortage does not reoccur.

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

Incls:
Memo 1-11-43 fr Cable Sect.

Incls. Returned to Maj Shearer ci 1/16/43

File ci 1/16/43

File WMK 1-16-43

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AAG Ltr, 452.1 Alaska (3-9)

14

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AAG 452.1 Alaska (3-9)

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

December 29, 1942

MEMORANDUM TO GENERAL ARNOLD:

SUBJECT: Status of the Alaskan Project.

20 B-24D's were allotted to Alaska.

8 have been delivered.

2 were delayed enroute with the runway super charger caused by effect of the extreme cold on hydraulic fluid.

Repairs to these airplanes indicated additional cold weather modifications would be required on the remainder and planes waiting for ferry at Great Falls were ordered to Oklahoma City for this work. The status is as follows:

4 planes are in work at Oklahoma City now. 3 planes enroute Oklahoma City and should arrive today. 3 additional planes of this project have been equipped with ASV Equipment installed in them and Colonel Erickson of the Alaskan Theatre is supervising these tests. The status of this equipment does not warrant being committed to the theatre at this time and substitute airplanes are being moved into Oklahoma City for modification.

Colonel Turnbull of the Oklahoma City Depot estimates that the work on the seven (7) airplanes can be completed in 4 to 7 days.

Colonel Erickson is proceeding to Oklahoma City with 2 crews. Colonel Funk of this section, now enroute to Salina, will go to Oklahoma City tomorrow.

air ec 453.1 Alaska (6-8)

File ci 1/9/43

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OPD commitments to the Alaskan Air Force called for 16 heavy bombers by December 31, instead of 24 as stated by General Dewitt.

Yesterdays status report shows that they have 15 at this time. The 2 enroute should arrive in the next few days. 7 additional should depart Oklahoma City by January 5. This delay will not operate to reduce the strength but to postpone the transfer of equipment now in Alaska, back to the states.

I plan to check this project myself on January 2, 1943.

EL B

R. L. BUBANK,
Brig. General, USA
Director of Bombardment

H.H.A.

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SRH 005
By NARA, Date 10-7-96

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Aircraft grounded at Ladd Field

Director of Military Requirements 1-9-43

Chief of the Air Staff

WER:JT 5246

1. General Stratemeyer directs the following be added to the attached proposed radiogram " -- and this Headquarters will direct necessary corrective action."

2. He further directs that your division follow through to take the action mentioned above.

2 Incls.
Cable No. 0706132, 1-6-43
Proposed reply

WILLIAM E. HALL
Colonel, G. S. C.

Dispatched
JAN 9 1943
AAG

File
CI 1/9/43

AG 452.1 Alaska (6-8-42)

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AG 452.1 Alaska (6-8-42)

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DECLASSIFIED
DOD WS
5 Jan. & 20 June 1974
By [illegible] NC, Date [illegible]

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Situation Along the Northwest Ferry Route

1. AFDMR AFTAI 1942 12/18 MRD/br 3020

2. AFTSI AFAMC (Att:- Maj.Gen. Echols) 1942 12/21 JFE/pdh 2863

1. Your attention is invited to the statements made in item 1 by the office of the Director of Military Requirements concerning certain irregularities and deficiencies in connection with the winterization program in the northwest.

2. In view of the fact that the directive concerning winterization of aircraft, dated August 27, 1942, placed the responsibility for the execution of this work on the Commanding General, Materiel Command, as stated in paragraph 5 of attached copy, it is desired that your office furnish comments and corrective action taken in connection with this report. It is further desired that copies of any instructions issued to other commands or agencies be returned with your comments.

3. It is desired that this information be returned to the office of the Air Inspector prior to January 1, 1943.

3 Incls.
n/c

JAMES F. EARLY, Col., A.C.
Dir. of Tech. Inspection,
For the Air Inspector.

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A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
Gr. Sup.
Weather
Traffic
Opns. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Log. Pl.
Mat. C.
A. S. C.
F. C.

U.S. 2452.1 Blanks (46)

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DOD dirs.
8 Jan. & 30 June 1976
By chs/rcd. NC; Date 10-7-76

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Situation Along the Northwest Ferry Route

Director of Technical Inspection
(Thru: Chief of the Air Staff)
Materiel Command

1/4/43

3

OPR/33/6795

1. This correspondence is being returned through the Chief of the Air Staff because this matter is being investigated by the Director of Technical Inspection, The Air Inspector AAF, and the Director of Military Requirements.

2. Referring to the complaint of the Director of Military Requirements with respect to ground equipment, the Materiel Command has cooperated with the Air Service Command to the extent that in order to locate and expedite movement of various ground equipment, an officer of the Materiel Command has been assigned the sole duty of locating and expediting movement of various items of ground equipment badly needed by Colonel Gaffney, at various points between here and Ladd Field. This officer has already completed 30 days of this mission and expects to be gone 30 days more.

3. With reference to paragraph 2 of Comment No. 2 above, attached hereto is memorandum furnishing information as requested.

4. With reference to paragraph 1 of No. 2 above and the complaint filed by the Director of Military Requirements, it is my opinion that the Office of Director of Military Requirements is too easily passing on the responsibility which that office has had in regard to this matter. I believe that any impartial investigator who will thoroughly go into this matter will find that, considering the time available and the amount of complicated and involved engineering design work, plus the large amount of procurement of special equipment and the installation of this equipment into a great variety of aircraft, types, models and quantities which were constantly changing, the Materiel Command was assigned an impossible job within the time desired. I personally protested this in the beginning and stated that, first, a program of this size and complexity had not been planned sufficiently far in advance to enable the Materiel Command to execute it within the time set, and, second, that the directives given were not sufficiently clear for the Materiel Command to handle this job.

5. When this directive was originally proposed, I wrote the Director of Military Requirements a memorandum of protest which stated in part as follows:

> "Unless it is known definitely by types and models and numbers as to what airplanes are to be ferried over the North Atlantic Ferry Route and the Alaskan Ferry Route, it is impossible to state whether the Materiel Command or any other organization can winterize the airplanes as directed within the time available. It also, of course, must be borne in mind that if the Materiel Command is to be constantly called upon to meet due dates for modifications of large quantities of airplanes on short notice, that some sort of priorities of these projects must be established."

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AAG 452.1 Alaska (66)

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Situation Along the Northeast Ferry Route

Director of Technical Inspection
(Thru: Chief of the Air Staff)
Material Command

1/4/43

3 (Cont'd)

OPR/11/6795

"I think a directive of this sort should first designate the number and types of airplanes that ought to be winterized by October 1st, and the comments of the Material Command obtained as to whether it is practicable to do this job; if not, then your office designate what priorities this project would have and what other projects would be delayed in order to carry it out."

"Also, as far as practical, an estimate should be furnished as to what percentage of the total airplanes for the Army Air Forces will probably be designated for cold weather operation. Unless this information is available, it is impossible to even plan procurement for the items of equipment which are being listed as necessary for immediate installation. This office has not been able to stock large stores of equipment for unknown requirements. It is impractical to obtain much of this equipment without months of planning and the establishment of a high degree of priorities by the Army & Navy Munitions Board, who will act only on a directive from the Joint Chiefs of Staff."

As a result of this memorandum, representatives of the Office of the Director of Military Requirements visited Wright Field, where they had a conference with General Vanaman and his Staff and where certain decisions were made and alleged understandings were arrived at. The Office of Military Requirements apparently being of the belief that the Material Command, as represented by General Vanaman, General Wolfe and General Carroll, had made them certain promises and that these promises were to the effect that the Material Command could and would meet their desires. This, in spite of my personal, repeated cautions in regard to the matter that I considered the program, as given us, impracticable of accomplishment within the time limit available. I personally knew that much of this equipment could not be engineered, developed and procured and made available on the procurement markets, such as exist today, within the limited time available.

6. On September 17th I became concerned in regard to this project, and I demanded that General Vanaman, in order to clarify this matter in my mind, furnish me information as to what verbal promises he had made to the Director of Military Requirements and his Staff at Wright Field and the circumstances of which, as far as I knew, no written record was ever made. In this connection, I quote from a teletype dated September 18, 1942, from General Vanaman:

"Referring our conversation yesterday about winterization the following information is submitted.

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Situation Along the Northwest Ferry Route

Director of Technical Inspection
(Thru: Chief of the Air Staff)
Material Command

1/4/43

3 (Contd)

GFE:jj/6795

Query - What did we promise Fairchild we would do?
Answer - Request you refer to CTL-893 dated September 9, 1942 with inclosure thereto which is a letter from Director of Military Requirements dated August 28, 1942 to you containing directive on winterization. Following your visit to Eglin Field, General Fairchild came to Wright Field the next day with a rough draft of this directive which was discussed in detail with General Wolfe, Colonel Brentnall and other representatives of the Material Center. This conference was mainly concerned with a definition of winterization measures, and we agreed that the changes as listed in paragraph 3 were feasible from a technical standpoint as what had to be done. Throughout the whole conference however it was emphasized that some items would present difficulties which would not be overcome by October 1st. It was pointed out that individual models of airplanes due to installational differences might require different technical treatment, that we didn't know the exact nature of our problems until we tried it, secondly that we didn't know when the changes could be effected in the production line or in modification center and whether the special materials would be available, but that every effort would be made to take his directive as a goal to shoot for and everything humanly possible done to meet the October 1st date. General Fairchild understood that there would be delays in achieving complete winterization, in fact, he recognizes that in his directive he states 'Should it be found for any reason that it is physically impossible to meet any of the above winterization requirements, such items will be made the subject of special correspondence with this office, so that appropriate action can be taken either to provide temporary expedients or other means for transporting the affected aircraft to theaters of operation.'
Query - What are we doing about it?
Answer - We have sent fifteen officers out to manufacturers' plants to apply the winterization measures to the individual models of airplanes. These men have been out since August 25th to assist the manufacturer to approve mockup and physical installations on the spot and follow up the progress of the work. These men report back by telephone each day. One airplane has been set aside for winterization in each manufacturers plant, and physical installations are now in progress. In addition, one more airplane of each model is being winterized in modification centers to get them familiar with the work. We have not yet been able to definitely determine exactly what items will be shy from production line deliveries on or after October 1st, and consequently we do not know our exact load to be placed on modification centers. We are therefore not yet able to give Fairchild a specific list of

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Situation along the Northwest Ferry Route

Director of Technical Inspection
(Thru: Chief of the Air Staff)
Material Command

1/4/43
3 (Contd)
OPE/JJ/6795

impossible items but hope to have this lined up by the middle of next week. I have put the responsibility for results on Colonel O. E. Cook of Prod. Engr. Section as a winterization project officer and have assigned all officers from other sections working on this project to Colonel Cook on temporary duty until this project is completed. Therefore there should be no more reports that 'production is waiting for experimental'. A staff meeting on this project is held every morning at 9:00 A.M. to insure coordination of all hands. We are moving but there are 31 items to be checked in 33 different airplanes, and the whole project is quite involved. I am not offering these as alibis but several things have cropped up such as the A-20B has been on the list for winterization and off several times, likewise all pursuit were off for awhile and now on again. Also the addition of prop deicers plus 10 gallons of fluid is contrary to decisions reached by simplification boards, etc. These are aggravating but are not retarding progress except that they are causing waste motion."

7. On September 19, 1942, this office received the following instructions from A-4, which were transmitted to Wright Field on September 23rd:

"1. A serious difficulty has arisen with respect to the Alaskan-Siberian Ferry Route for Russian airplanes, and it is probable that no airplanes other than those now at Fairbanks will be flown over this route.

2. It is directed that, pending further instructions, no more airplanes be prepared for delivery via this route, that winterization be suspended, and that fighter aircraft, earmarked for delivery and still at the factory, be held until further orders, but that preparations be made so that they may be crated for shipment by boat."

In other words, this entire project was cancelled on September 19th, and it was not until October 7th that instructions were received that the present plan was to be carried out.

8. The record of correspondence on this subject is available in this office and this record indicates throughout that the Material Command has, within the extent of the ability and facilities in its command, been struggling with this winterization problem, endeavoring in every way to carry out this directive which, from the beginning, due to lack of time available, has been most difficult of accomplishment, and which, [illegible] complicated by

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Situation Along the Northwest Ferry Route

Director of Technical Inspection 1/4/43
(thru Chief of the Air Staff)
Materiel Command 3 (Cmtd)
CFC:11/6795

cancellation on September 19th and was not finally made effective until October 7th. It seems to have been impossible to make anyone realize the manifold difficulties involved in this project. A large proportion of the U.P.E. difficulties and other delays in production at the factories and completion of other airplanes at modification centers have been due to the necessity of robbing other airplanes of equipment and parts which have been purchased for them in order to accelerate this winterization program, but a great many of the parts required for winterization are special equipment which require procurement and manufacture and take a certain definite length of time to obtain and install. It is believed that in the execution of any program of this kind the Materiel Command should have been given a definite problem and should have been asked as to estimated dates as to when the project could have been accomplished, and if the project was of such urgency as to justify its having first priority over all other projects, this should have been so stated and a definite understanding had as to what other production and modification projects should have been held in abeyance in order to execute these projects.

9. Colonel Larner, Office of The Air Inspector, has been engaged in making a detailed investigation of this matter for more than a week. He is now at Wright Field, and it is understood that he is to return and continue his investigation of the Headquarters, Materiel Command. One impartial, exhaustive investigation, which would closely bring out the actual facts in connection with this matter and place the responsibility where it actually belongs, would be most welcome to the undersigned.

4 Incls.
3 Incls. n/c
Incl. #4 added - IGH fr Gen. Vanaman, W.F., 12/30/42, above subject.

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

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000 n/s
By [illegible] NARS, Date 10-7-76

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Situation Along the Northwest Ferry Route.

The Air Inspector. 1/8/43

Deputy Chief of Air Staff. 4
TJH/cmn/6371

1. It is directed that action be taken at once to comply with the procedure recommended by General Echols in paragraph 8 of preceding item, to conduct one impartial exhaustive investigation of this matter. The offices of the Technical Inspector and Director of Military Requirements will be informed of this procedure so that any investigations being made by them will be conducted through your office and avoid unnecessary interference with any other activity.

2. I, Brigadier General T. J. Hanley, Jr., was A-4 and wrote the R&R quoted in paragraph 7 of Comment 3. I was informed on September 29th, by telephone call from General Fairchild, that this R&R had been misunderstood and that the Materiel Command and the Air Service Command intended to cease all winterization. Major Goodman of the Materiel Command and General McMullen of the Air Service Command were notified by telephone of the proper interpretation of the R&R of September 19th and this telephone conversation was confirmed by R&R dated September 29th and is attached hereto as Tab 1.

4 Incls: n/c.
Added--Tab 1, Cpys of six SECRET R&R's, subj: Delivery of Aircraft to Russians.

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

Dispatched
JAN 9 1943
AAG

File 1/9/43

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DOD Dir. 5 200.10 dated 7 Nov 1974
By [illegible] NARS, Date 12-1-77

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Aircraft for Cold Weather Test.

TO: Commanding General, Materiel Command.
THRU: Chief of the Air Staff.
FROM: The Air Inspector.

1/9/43

JFW:mm 2642

1. With reference to the foregoing and 8th Comment No. 4 on the same subject dated 1/8/43 from the Deputy Chief of Staff to The Air Inspector, advise that action has already been taken as recommended by General Echols in paragraph 9 of his Item 3 to conduct but one thorough investigation in this matter.

2. Attention is invited to the fact that Technical Inspection is a part of this office and the Director of Technical Inspection as an Executive has been connected with this investigation as a part thereof and not independently. While the Director of Military Requirements has been engaged in active Staff procedure on the subject, no formal investigation has been involved other than that referred to in Item 3 foregoing.

3. It is expected that complete report of investigation by an Inspector General on the staff of The Air Inspector will be available in possibly a weeks time as the investigation has been practically completed.

JOHN F. WHITELEY,
Colonel, Air Corps,
The Air Inspector.

Incl. n/c

DATE 1-10-43

TO: War Organization and Movement
THRU: Air Inspector

COMMENT NO. 6
WAL:JT 5265

FROM: Chief of the Air Staff

1. General Hanley has noted the foregoing and directs that Item #3 be complied with without further delay.

2. In this connection you will observe that Item #3 was addressed to the Director of War Organization and Movement thru your office. The Director of War Organization and Movement will take the necessary action to notify the Commanding General, Materiel Command of the approved recommendations.

Incl.
n/c

Dispatched
JAN 11 1943
AAG

WILLARD A. LIMBY
Lt. Col., G. S. C.

File 1/22/43

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BK
1/11/43

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DOD ltr.
8 Jan. & 30 June 1978
By [illegible] NC; Date Jn 7-76

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AIR AG 452.1 Alaska (65)

To: Director of War Organization and Movement
Thru: The Air Inspector
From: Chief of the Air Staff

Jan. 8, 1943
Comment No. 4
Mil/Asm 5265

The Deputy Chief of the Air Staff approves your recommendations as stated in comment 3 above. It is directed that the Material Command be so notified.

Dispatched
JAN 9 1943
AAG

1/9/43

M. A. LIBBY,
Lt. Col., G. S. C.

Incl. n.c.

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AIR AG 452.1 Alaska (65)

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DOD Dir
E.O. 12958 Sec. 3.6
By [illegible] NLE Date 10-7-96

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Aircraft for Cold Weather Test

To: War Organization and Movement

From: Chief of Air Staff

For comment concerning previous item.

Encl. 2/c

Dispatched JAN 7 1943

WILLIAM H. HALL
Colonel, G. S. C.

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cc: A.D. 452.1 Alaska

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DOD Ltr.
8 Jan. & 20 June 1974
By [illegible] NC, Date 9-7-76

HEADQU~~SECRET~~MY AIR FORCES

ROUTING AND RECORD SHEET

~~SECRET~~
Acc. No.
By Authority of
The Commanding General
of the Army Air Forces
JAN - 1 1943
DATE INITIALS

SUBJECT: Winterization for Alaskan Project

ITEM NO	FROM	TO	DATE	COMMENTS
			JAN 1 - 12 PM	
1.	AFRDB	General Strate-meyer	1943 1-1	1. Reference extra winterization for Alaskan Project, the Commanding Officer, Oklahoma City Depot estimates two (2) planes will be finished today and two (2) tomorrow. Colonel Bareckson with crews for two (2) airplanes is at the Oklahoma City Depot now.

Note: These are the B-24's with special winterization
MAX

E. L. EUBANK,
Brig. General, USA

RECEIVED
Air Adjutant General

Noted
File
MMA

File
cc 452.1 Alaska

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DOD Dirs.
9 Jan. & 30 June 1974
By [illegible] DC, Dem. [illegible]

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Aircraft for Cold Weather Test

TO: Chief of the Air Staff

DATE 1/19/43

FROM: Director of Military Requirements

COMMENT NO. 8
DJ/br 6770

1. Paragraph 2, item 7 for your information.

[illegible] JOHNSON
[illegible]

FROM: Chief of the Air Staff

COMMENT NO. 9
WEH:JT 5248

1. Noted.

2. Please keep after this.

Incls.
n/c

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

TO: CHIEF OF THE AIR STAFF.

DATE 1/23/43
COMMENT #10
RCR:NF:71079

FROM: WAR ORGANIZATION & MOVEMENT

1. Noted.

2. Returned for AFCAS files.

for F. W. EVANS
Brig. Gen., USA
Dir. W.O. & M.

Incl: n/c
Cable Returned to
Cable Section for File

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149

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DOD Dirs. 5 Jan. & 30 June 1974
By [illegible] NC, Date 8-7-76

HEADQUARTERS AIR FORCES
ROUTING AND RECORD SHEET

TALLY NO. AAC 4181
FILE NO.

SUBJECT: Aircraft for Cold Weather Test

ITEM NO.	FROM	TO	DATE	COMMENTS
				MAL:JT 5265
1	APCAS	APDMR (Attn: Director of War Organization and Movement)	1942 12-22	1. Confirming my conversation with General Evans this date, reference the attached message, you are directed to immediately prepare a message for dispatch to Colonel Gaffney which will inform him of the status of aircraft now along ferry routes both in the United States and Canada destined for the Cold Weather Test at Ladd Field. This message will contain a statement to the effect that it is only a partial answer to the basic message from Colonel Gaffney. 2. After a thorough study of the entire situation relative to supplying Ladd Field with the necessary aircraft required for cold weather test purposes this winter, you will inform Colonel Gaffney the exact status of aircraft for the project. This should be expedited. 1 Incl. Secret message unnumbered 12-21-42, Cm-IN-9629 GEORGE E. STRATEMEYER Major General, U.S.A. Chief of the Air Staff MEG:vk 3020
2.	AFDMR	AFROM Attention Gen. Evans	12-23	1. In addition to the above, you will prepare the history of each airplane designated for the tests indicated in paragraph 1, Item 1, so that the responsibility for this most unsatisfactory condition can be definitely fixed. (See copy of R&R sheet attached, dated 9-11-42). 2. With reference to paragraph 2, Item 1, see copies of R&R sheets attached hereto, dated 10-13-42, and 12-18-42, also copy of letter dated 8-27-42. M.E.G. for DAVENPORT JOHNSON, Major General, U. S. Army. Incls. 4 1. n/c 2. Cy R&R, 9-11-42 3. Cy R&R, 10-13-42 4. Cy R&R, 12-18-42 5. Cy Ltr, 8-27-42 Note: It is requested that Incls. Nos. 2, 3, 4, & 5, be returned to this office.

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible], NARS, Date 10-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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TALLY NO	
FILE NO	

SUBJECT: Aircraft for Cold Weather Test. DECLASSIFIED

ITEM NO	FROM	TO	DATE	COMMENTS
3.	AFROM	AFCAS THRU AFDMR	1942 12/24	RCB:NF - 71079

1. Original message required by paragraph 1, Item 1, coordinated with General Stratemeyer, has been dispatched. Additional information required by Item 1 is being dispatched to Colonel Gaffney as the detailed status of each airplane is obtained.

2. Attached tabulation, "Status of Winter Test Aircraft", gives a brief history of all aircraft on the winter test project, including present status of each airplane. A thorough and complete analysis is being made of the project, of each airplane, step by step, from date of availability from the factory to present date. This analysis will disclose reason for any unusual delay in modification or in movement of aircraft from the factory to modification center to Ladd Field.

F. W. EVANS,
Brig.Gen.,USA.
Dir.,W.D.&M.

Incls: n/c
1 added - tab. as listed abv.

MDG:vk 3020

4.	AFDMR	AFCAS	1942 12-28	

DEC 28 '42 PM

RECEIVED
Air Adjutant General

1. As indicated in paragraph 1, Item 3, part of the required action has been completed. As indicated in paragraph 2, Item 3, the remainder of the problem is still being worked on.

2. As of December 18, AFDMR presented to the Air Inspector a resume of the situation relating to the winterization of aircraft, beginning with the first conference on the subject held with the Materiel Command on July 2, 1942, the formal directive to the Materiel Command of August 27, and the schedule of delivery and models of winter test aircraft to be sent to Ladd Field, to the end that an impartial investigation might be made and responsibility fixed for the condition existing at the time along the Northwest Route.

DAVENPORT JOHNSON,
Major General, U. S. Army.

Incls. 2
Stat of Winter Test Aircr
Message fr Ladd Field, 12-21-42
(Others w/d by AFDMR)

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8 Jan. & 30 June 1954
By: [illegible] Date: 10-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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TALLY NO.	AAGD 8
FILE NO.	

SUBJECT: Aircraft for Cold Weather Test

DECLASSIFIED

3373
GES:nl

ITEM NO.	FROM	TO	DATE	COMMENTS
5.	General Stratemeyer.	General Davenport Johnson	12-29	1. The enclosed status of winter test aircraft has been noted. I am returning the enclosed papers to you in view of the fact that General Arnold has turned this particular project over to you for investigation in order that the responsibility may be fixed for the failure to deliver to Alaska a suitable number of aircraft for winter tests. GEORGE E. STRATEMEYER Major General, U.S.A. Chief of the Air Staff Incl. n/c
6.	AFDMR	AFROM Attention General Evans	12-31	MEG:vk 3020 1. Your R&R sheet to the Materiel Command, requesting further information on the subject airplanes, was forwarded to the Materiel Command yesterday. General Arnold will expect that responsibility will be definitely fixed. 2. Keep after this and give me a report as early as practicable. DAVENPORT JOHNSON, Major General, U. S. Army. Incl. n/c

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8 Jan. & 20 June 1974
By ch/ma 1C; Date 12-7-76

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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TALLY NO	
FILE NO	

SUBJECT: Aircraft for Cold Weather Test

ITEM NO.	FROM	TO	DATE	COMMENTS — RCB:mes 71090
7.	AFROM	AFCAS thru AFDMR	1943 1/16	

1. Since the writing of Comment 6, the responsibility for a study and report which will fix the responsibility for the failure to deliver a suitable number of aircraft for winter tests at Ladd Field has been delegated to the Air Inspector. Reference is made to Item 5 dated Jan. 8, 1943, of R&R dated Dec. 29, 1942, subject: "Aircraft for Cold Weather Test," AFROM to AFAMC, as follows:

> "Inasmuch as three other inspections of this matter are being conducted, it is recommended that the independent investigation by this directorate be abandoned, that the Materiel Command be informed of this action and that this paper with inclosure be referred to the Air Inspector for such use as he may care to make of it. DMR (General Johnson) approves."

The suggestion made in the quoted item was approved by the Chief of Staff on Jan. 8, 1943.

2. For your information, the status of delivery of the thirty-five (35) airplanes set up for winter tests as of January 15, 1943, is as follows:

Delivered Ladd Field	16
At stations between Great Falls and Ladd, enroute	5
At Great Falls, for check enroute	1
At modification or installation points	3
At stations enroute Great Falls for check, prior departure from Ladd Field	6
In factory production	4
Total	35

3. It is estimated that all of the airplanes referred to in par. 2, except the four (4) in factory production, will be delivered before February 1, 1943.

F. W. EVANS,
Brig. Gen., USA,
Dir. WOAM.

Incl. n/c

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DOD Dir.
8 Jun. & 30 June 1954
By [illegible] NC, Date 10-7-76

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DECLASSIFIED Comment 7 - 4/16/43.

Aircraft for Cold Weather Test.

TO: Chief of the Air Staff. 1/19/43

FROM: Director of Military Requirements 8

D/Dr

1. Paragraph 2, item 7 for your information.

Incl: n/c

DAVENPORT JOHNSON
Major General, USArmy

TO: DIRECTOR OF WAR ORGANIZATION & Movement 1/20/43

9

FROM: Chief of the Air Staff. WDH:JT 5246

1. Noted.

2. Please keep after this.

Incl: n/c

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

TO: CHIEF OF THE AIR STAFF 1/23/43

10

FROM: WAR ORGANIZATION & MOVEMENT RCB:HF:71079

1. Noted.

2. Returned for AFCAS files.

F. W. EVANS
Brig.Gen., USA
Dir., W.O.&M

Incl: n/c

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DOD Dir. 5
E.O. Sec. 4 & 30 June 1974
By dlw/jm NC, Date 10-7-76

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Aircraft for Cold Weather Test

TO: Director of Military Requirements DATE 1-20-43

FROM: Chief of the Air Staff COMMENT NO. 9
WDC:JT 5246

1. Noted.

2. Please keep after this.

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

Incls.
n/c

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DOD Dir. 5 200.10
Sec. 1.(a) 10; Date 12-7-76

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Comment 7 - 1/16/43

Aircraft for Cold Weather Test.

TO: Chief of the Air Staff. 1/19/43

FROM: Director of Military Requirements .8. DJ/br

1. Paragraph 2, item 7 for your information.

Incl: n/c

DAVENPORT JOHNSON
Major General, USArmy

TO: DIRECTOR OF WAR ORGANIZATION & Movement 1/20/43 9

FROM: Chief of the Air Staff. WEH:JT 5246

1. Noted.

2. Please keep after this.

Incl: n/c

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

TO: CHIEF OF THE AIR STAFF 1/23/43 10

FROM: WAR ORGANIZATION & MOVEMENT RCB:NF:71079

1. Noted.

2. Returned for AFCAS files.

Incl: n/c

F. W. EVANS
Brig.Gen., USA
Dir., W.O.&M

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E.O. 12958, Sec. 3.5
NSC Memo, 11/24/98
By NARA, Date 10-7-76

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Aircraft for Cold Weather Test

7. AFROM AFCAS thru AFDMR 1945 1/16

RCB:mes 71090

1. Since the writing of Comment 6, the responsibility for a study and report which will fix the responsibility for the failure to deliver a suitable number of aircraft for winter tests at Ladd Field has been delegated to the Air Inspector. Reference is made to Item 3 dated Jan. 8, 1943, of R&R dated Dec. 29, 1942, subject: "Aircraft for Cold Weather Test," AFROM to AFAMC, as follows:

> "Inasmuch as three other inspections of this matter are being conducted, it is recommended that the independent investigation by this directorate be abandoned, that the Materiel Command be informed of this action and that this paper with inclosure be referred to the Air Inspector for such use as he may care to make of it. DMR (General Johnson) approves."

The suggestion made in the quoted item was approved by the Chief of Staff on Jan. 8, 1943.

2. For your information, the status of delivery of the thirty-five (35) airplanes set up for winter tests as of January 15, 1943, is as follows:

Delivered Ladd Field	16
At stations between Great Falls and Ladd, enroute	5
At Great Falls, for check enroute	1
At modification or installation points	3
At stations enroute Great Falls for check, prior departure from Ladd Field	6
In factory production	4
	35

3. It is estimated that all of the airplanes referred to in par. 2, except the four (4) in factory production, will be delivered before February 1, 1943.

F. W. EVANS,
Brig. Gen., USA,
Dir. WO&M.

Incl. n/c

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Aircraft for Cold Weather Tests

5. General Arnold 12-29
Streett- Davenport
meyer Johnson

1. The enclosed status of winter test aircraft has been noted. I am returning the enclosed papers to you in view of the fact that General Arnold has turned this particular project over to you for investigation in order that the responsibility may be fixed for the failure to deliver to Alaska a suitable number of aircraft for winter tests.

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

Incl. n/s

6. ARNOLD ARNOLD 12-31
Attention
General
Evans

1. Your R&R sheet to the Material Command, requesting further information on the subject airplanes, was forwarded to the Material Command yesterday. General Arnold will expect that responsibility will be definitely fixed.

2. Keep after this and give me a report as early as practicable.

DAVENPORT JOHNSON,
Major General, U.S.Army

Incl. n/s

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DOD Ltr
By [illegible] NARS, Date 10-7-76

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Aircraft for Cold Weather Test

Item 3 from AFRSM to AFCAS thru AFDMR 12/24/42
RGSinf 71079

4. AFDMR AFCAS 1942 12-28

MEG:vk 3089

1. As indicated in paragraph 1, Item 3, part of the required action has been completed. As indicated in paragraph 2, Item 3, the remainder of the problem is still being worked on.

2. As of December 18, AFDMR presented to the Air Inspector a resume of the situation relating to the winterization of aircraft, beginning with the first conference on the subject held with the Materiel Command on July 2, 1942, the formal directive to the Materiel Command of August 27, and the schedule of delivery and models of winter test aircraft to be sent to Ladd Field, to the end that an impartial investigation might be made and responsibility fixed for the condition existing at the time along the Northwest Route.

MEG.
for
DAVENPORT JOHNSON,
Major General, U. S. Army

Incls. 2
Stat. of Winter Test Aircr
Message fr Ladd Field, 12-21-42
(Others w/d by AFDMR)

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AAG 452.1 Alaska (63)

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STATUS OF WINTER TEST AIRCRAFT
Report as of December 24, 1942

The following is a history, in brief outline, of the movement of each airplane set up for winter test at Ladd Field and status as of Dec. 24, 1942:

A-20C serial number 42-33108

Available at factory - November 30
Arrived Daggett - December 1
Departed Daggett -
Palm Springs, enroute - December 3
Tucson, enroute - December 4
El Paso, enroute - December 6
Wichita Falls, enroute - December 8
Oklahoma City, enroute - December 9
Arrived Kansas City - December 10

Note: December 24, airplane still at Kansas City in work.

A-20C serial number 42-33109

Available at factory - November 5
Arrived Daggett -
Departed Daggett -
Amarillo, enroute - November 27
Arrived Kansas City - November 30

Note: December 24, airplane still at Kansas City in work.

A-36 serial number 42-83664

Available at factory - November 29
Departed factory - December 12
Las Vegas, enroute - December 13
Ogden, enroute - December 14
Billings, enroute - December 15
Arrived Great Falls - December 16

Note: December 24, airplane was held at Great Falls for investigation of strut packing. Packing was approved today and orders for departure to Ladd have been issued.

A-36 serial number 42-83668

Available at factory - November 29
Departed factory - December 12
Ogden, enroute - December 14
Billings, enroute - December 15
Arrived Great Falls - December 16

Note: December 24, airplane was held at Great Falls for investigation of strut packing. Packing was approved today and orders for departure to Ladd have been issued.

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Status of Winter Test Aircraft (Cont'd)

B-17F serial number 42-5188

Available at factory - October 4
Departed factory - October 8
Arrived Cheyenne - October 8
Departed Cheyenne - October 30
Boise, enroute - October 31
Arrived factory - November 3
Available at factory - November 30
Departed factory - December 2
McChord, enroute - December 9
Arrived Great Falls - December 10

Note: December 24, airplane ready to proceed Ladd Field, awaiting weather.

B-17F serial number 42-5354

Available at factory - November 17
Departed factory - November 19
Pocatello, enroute - November 19
Arrived Cheyenne - November 21
Departed Cheyenne - December 4
Arrived Wright Field - December 7
Departed Wright Field - December 14
Bismarck, enroute - December 16
Arrived Great Falls - December 17

Note: December 24, undergoing minor repairs (broken trailing antenna, leaking oxygen system) in addition to winterization check.

B-24D serial number 41-23858

Available at factory - September 1
Departed factory - September 3
Arrived Ft. Worth - September 3
Available at Ft. Worth - November 12
Departed Ft. Worth - November 14
Arrived Great Falls - November 14
Departed Great Falls - November 19
Edmonton, enroute - November 20
Watson Lake, enroute - November 21
Whitehorse, enroute - November 22
Returned to Watson Lake - November 23
Delivered Ladd - December 20

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Status of Winter Test Aircraft (Cont'd)

B-24D serial number 41-23873

Available at factory - September 1
Departed factory - September 3
Arrived Ft. Worth - September 3
Available Ft. Worth - November 14
Departed Ft. Worth - November 16
Arrived Great Falls - November 17

Note: December 24, orders issued 12/23 to return airplane to Ft. Worth for supercharger modifications.

B-25C serial number 41-13258

Available at factory - October7
Winterized at the factory and available - December 6
Departed factory - December 6
Las Vegas, enroute - December 6
Arrived Great Falls - December 7

Note: December 24, awaiting strut packing.

B-25C serial number 41-13260

Available at factory - October 7
Winterized at factory and available -
Departed factory -
Las Vegas, enroute - December 5
Ogden, enroute - December 6
Pocatello, enroute - December 7
Arrived Great Falls - December 20

Note: December 24, awaiting strut packing.

B-26B-4 serial number 41-17975

Available at factory - October 11
Departed factory - October 19
Arrived Omaha - October 20
Available at Omaha - November 3
Departed Omaha - November 6
Arrived Great Falls - November 7
Departed Great Falls - November 19
Delivered Ladd - November 20

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Status of Winter Test Aircraft (Cont'd)

B-26B-4 serial number 41-17976

Available at factory - October 11
Departed factory - October 19
Chanute, enroute - October 19
Arrived Omaha - October 22
Available at Omaha - November 3
Departed Omaha - November 5
Arrived Great Falls - November 11
Departed Great Falls - November 25
Ft. Nelson, enroute - November 27
Delivered Ladd - November 28

P-38G-10 serial number 42-12908

Available at factory - October 29
Departed factory -
Phoenix, enroute - October 29
El Paso, enroute - October 30
Abilene, enroute - October 31
Arrived Dallas - November 1
Available at Dallas - November 20
Departed Dallas - November 23
Memphis, enroute - November 24
Louisville, enroute - November 25
Arrived Patterson - November 26
Available at Patterson - December 23

Note: December 24, this airplane ready proceed to Great Falls, awaiting weather.

P-38G-10 serial number 42-12909

Available at factory - October 25
Departed factory -
Tucson, enroute - October 31
Arrived Dallas - November 1
Available at Dallas - November 20
Departed Dallas - November 23
Memphis, enroute - November 24
Arrived Patterson - November 25
Available at Patterson - December 23

Note: December 24, this airplane ready proceed to Great Falls, awaiting weather.

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Status of Winter Test Aircraft (Cont'd)

P-39M-1 serial number 42-4910

Available at factory - November 24
Departed factory - November 24
Entered factory Modification Center - November 24
Available at Modification Center - December 10
Departed Modification Center - December 20
Arrived Wayne County - December 20

Note: December 24, airplane ready to proceed to Great Falls, awaiting weather.

P-39M-1 serial number 42-4912

Available at factory - November 24
Departed factory - November 24
Entered factory Modification Center - November 24
Available at Modification Center - December 21

Note: December 24, airplane ready to proceed to Great Falls, awaiting weather.

P-40F-10 serial number 41-19733

Available at factory - November 29
Departed factory - November 29
Entered factory Modification Center - November 29
Available at Modification Center - December 7
Departed Modification Center - December 11
Wayne County, enroute - December 11
St. Louis, enroute - December 16
Kansas City, enroute - December 17
Bismarck, enroute - December 18
Arrived Great Falls - December 21

Note: December 24, undergoing winterization check, expected ready in 48 to 72 hours.

P-40F-10 serial number 42-19734

Available at factory - November 29
Departed factory - November 29
Entered factory Modification Center - November 29
Available at Modification Center - December 7
Departed Modification Center - December 11
Wayne County, enroute - December 11
St. Louis, enroute - December 12
Kansas City, enroute - December 17
Bismarck, enroute - December 18

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Status of Winter Test Aircraft (Cont'd)

P-40F-10 serial number 42-19734 (Cont'd)

Arrived Great Falls - December 21

Note: December 24, undergoing winterization check, expected ready in 48 to 72 hours.

P-40K serial number 42-10265

Available at factory -
Departed factory - November 25
Entered factory Modification Center - November 29
Available at Modification Center - December 7
Departed Modification Center -
Arrived Wayne County - December 11
St. Louis, enroute - December 16
Omaha, enroute - December 17
Bismarck, enroute - December 18
Arrived Great Falls - December 21

Note: December 24, awaiting replacement belly tank, otherwise ready.

P-40K serial number 42-10266

Available at factory -
Departed factory - November 25
Entered factory Modification Center - November 29
Available at Modification Center - December 7
Departed Modification Center -
Arrived Wayne County - December 11
Departed Wayne County -
St. Louis, enroute - December 20
Omaha, enroute - December 23

P-47C-5 serial number 41-6306

Available at factory - December 7
Departed factory - December 14
Wilmington, enroute - December 14
Pittsburgh, enroute - December 17
Arrived Evansville - December 19

Note: December 24, airplane ready for flight test today.

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Status of Winter Test Aircraft (Cont'd)

P-47C-5 serial number 41-6307

Available at factory - December 7
Departed factory - December 14
Wilmington, enroute - December 14
Pittsburgh, enroute - December 17
Arrived Evansville, - December 19

Note: December 24, airplane ready for flight test today.

P-51A serial number 43-6005

Note: December 24, airplane in production. Will be winterized at factory. Not expected until February.

P-51A serial number 43-6006

Note: December 24, airplane in production. Will be winterized at factory. Not expected until February.

C-46 serial number 41-5188

Available at factory - November 22
Departed factory - November 27
Arrived Wright Field - November 27
Departed Wright Field -
Arrived Great Falls - November 28
Departed Great Falls -
Arrived Edmonton - December 2
Departed Edmonton -
Arrived Ladd Field - December 7

Note: This airplane was winterized at the factory.

C-46 serial number 41-5189

Available at factory - December 8
Departed factory - December 11
Arrived Wright Field - December 11
Departed Wright Field - December 14
Arrived Minneapolis - December 14
Departed Minneapolis -
Arrived Great Falls - December 23

Note: December 24, undergoing winterization check requiring normally 48 to 72 hours.

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Status of Winter Test Aircraft (Cont'd)

C-54 serial number 41-32943

Available at factory - December 1
Departed factory - December 6
Arrived Kansas City - December 7
Departed Kansas City - December 16
Chicago, enroute - December 16
Wayne County, enroute - December 18
Arrived Wright Field - December 20 (To pick up equipment)
Arrived Patterson Field - December 21

Note: December 24, this airplane ready proceed to Great Falls, awaiting weather.

C-54A serial number 41-37269

Note: December 24, this airplane still on production line at factory.

C-60A serial number 42-55885

Available at factory - November 15
Departed factory - November 21
Arrived Dallas - November 22
Departed Dallas - December 12
Arrived Wright Field - December 14
Departed Wright Field -
Omaha, enroute - December 18
Arrived Great Falls - December 20
Departed Great Falls - December 23

Note: December 24, airplane should arrive Ladd Field within 2 to 3 days.

C-60A serial number 42-55886

Available at factory - November 14
Departed factory - November 20
Arrived Dallas - November 21
Departed Dallas - December 10
Arrived Wright Field - December 14
Departed Wright Field -
Omaha, enroute - December 21
Billings, enroute - December 22
Arrived Great Falls - December 23

Note: December 24, undergoing winterization check requiring normally 48 to 72 hours.

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Status of Winter Test Aircraft (Cont'd)

L-1A serial number 41-19081

Note: December 24, expected ready at Wright Field December 31.

AT-6 serial number 40-725

Note: December 24, expected ready at Wright Field December 27

AT-10 serial number 41-26384

Note: December 24, not expected ready at Wright Field (short parts) until approximately January 14.

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DOD Dir. 5 Jan. & 30 June 1976
By [illegible] NO Date 10-1-76

DECLASSIFIED

Aircraft for Cold Weather Test

3373
CRS:ml

S. General General 12-29
Streete- Davenport
meyer. Johnson

1. The enclosed status of winter test aircraft has been noted. I am returning the enclosed papers to you in view of the fact that General Arnold has turned this particular project over to you for investigation in order that the responsibility may be fixed for the failure to deliver to Alaska a suitable number of aircraft for winter tests.

Dispatched
DEC 30
AAG

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

Incl. n/c

File

Air Ag 452 Alaska (63)

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DECLASSIFIED
DOD Dirs.
6 Jan. & 30 June 1976
By [illegible] NC; Date 10-7-76

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Aircraft for Cold Weather Test

WAR:JT 5865

1 AFHQ AFHQ 1942 (AFHQ: Director of War Organization and Movement) 12-22

1. Confirming my conversation with General Evans this date, reference the attached message, you are directed to immediately prepare a message for dispatch to Colonel Gaffney which will inform him of the status of aircraft now along Ferry routes both in the United States and Canada destined for the Cold Weather Test at Ladd Field. This message will contain a statement to the effect that it is only a partial answer to the basic message from Colonel Gaffney.

2. After a thorough study of the entire situation relative to supplying Ladd Field with the necessary aircraft required for cold weather test purposes this winter, you will inform Colonel Gaffney the exact status of aircraft for the project. This should be expedited.

1 Incl.
Secret message numbered 12-22-42, OA-XII-9489

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

DEC 22 1942
AAG
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DOD Dir. 5 200.9 June 1974
By CO-AC NC Date 30-3-76

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Aircraft for Cold Weather Test

TO: Director of Military Requirements

DATE 1-20-43

FROM: Chief of the Air Staff

CONCURR NO. 9
WDCSS 5246

1. Noted.

2. Please keep after this.

Dispatched
JAN 20 1943
AAG

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

Encls.
N/c

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DOD Dir.
5 par. 4 20 June 1974
By [illegible] NC, Date [illegible]

Winter Tests.

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7 AFDAS Director 1942 of 13-19 War Organization and Movement

1973
GHS/hd

1. I still feel that proper planning and follow through on the delivery of airplanes to Ladd Field, Fairbanks, Alaska for winter tests has not been satisfactory.

2. You will prepare and send to Colonel Godfrey, a cable giving him complete data reference your report to me in connection #6 on the status of airplanes to be delivered to his station for winter tests. If we do not get these airplanes up to Alaska without further delay, another winter will have gone by without a good cold weather test of our equipment.

Incl: n/e

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

Dispatched
DEC 20 1942
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000 Hrs.
5 Jan. & 30 June 1954
Auth: [illegible] EO Date 10-7-76

Winter Tests.

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6. AFSDM AFCAS 12/17

~~SECRET~~ - 72979

1. The following summary of the progress to send airplanes to Ladd Field for winter tests is based on the information received from Material Command, December 16, 1942, referred to in Item 5:

TYPE	SERIAL NO.	STATUS AS OF 12-16-42	EST. DATE ARRIVAL LADD
A-20G	42-53108	At Kansas City estimated ready 12/26	
	42-53109	At Kansas City estimated ready 12/17 (Plant packings may require change after current investigation)	
A-25	42-79668 42-79669	First airplanes from production not expected until Jan. Batch 9 in Feb. It is recommended that this type not be considered for present test program.	
A-36A	42-83664 42-83668	At Optima, enroute Ladd At Optima, enroute Ladd (These airplanes will be held at Great Falls pending investigation of wheel packings).	

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Alaska (62)

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By [illegible] NARS, Date 10-7-76

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Mister Taste.

RDS:HF - 71079

6 AFDRM AFCAS 1942
12/17
(CONTINUED)

TYPE	SERIAL NO.	STATUS AS OF 12-16-42	EST. DATE ARRIVAL FAIRD
P-38E-10	42-12908	At Patterson, Expected ready 12/16/42.	12/23/42
	42-12909	At Patterson, expected ready 12/16/42.	12/23/42
P-38E-1	42-4910	At Niagara	12/23/42
	42-4912	At Niagara	12/23/42
P-38E	42-4949	(Replaced 42-4944 at Niagara	12/23/42
P-40K	42-10865	At Wayne County, enroute Ladd	12/23/42
	42-10866	At Buffalo	12/23/42
P-47D-5	41-6306	At Wilmington, enroute Modification Center	
	41-6307	At Wilmington, enroute Modification Center.	
P-40F-10	41-19734	At Wayne County, enroute Ladd	12/23/42
	41-19737	At Wayne County, enroute Ladd	12/23/42
P-51A	43-6005	No airplanes expected from production until Feb. 1943. Recommend this type not be considered for present test program.	
	43-6006		
P-61	2 airplanes; no serial numbers assigned	No airplanes expected from production until March 1943. Recommend this type not be considered for present test program.	
B-17F	42-5188	At Great Falls, enroute Ladd	
	42-5354	At Chicago, enroute Ladd (These airplanes will be held at Great Falls pending investigation of strut packings).	
B-24D	41-23838	At Salem Lake, enroute Ladd	12/23/42
	41-23879	At Great Falls held pending investigation of strut packings.	
B-25C	41-13238	At Great Falls, held pending investigation of strut packings.	

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

Winter Tests.

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RCB:MF - 71079

6. AFUSA AFCAS 1942 12/17 (CONTINUED)

TYPE	SERIAL NO.	STATUS AS OF 12/16/42	EST. DATE ARRIVAL LADD
B-25C	41-12860	At Pocatello. Will be held at Great Falls pending investigation of strut packings.	
B-26B	41-17975	Delivered	Delivered
	41-17976	Delivered	Delivered
C-46	41-5188	Delivered	Delivered
	41-5189	At Chicago, enroute Ladd	12/23/42
C-47	42-38638	Delivered	Delivered
	42-38639	Delivered	Delivered
C-54	42-32943	At Kansas City, enroute Ladd	12/23/42
C-54A	42-38269	Still on production line at Santa Monica, estimated ready 1/5/43.	1/12/43
C-60A	42-55885	At Patterson Field, held pending investigation of strut packings.	
	42-55886	At Wright Field, held pending investigation of strut packings.	

RECAPITULATION

Delivered Ladd Field	5 airplanes.
Delivery estimated between Dec.3 & Jan.12.	13 airplanes.
Delivery not yet estimated (including types recommended to be dropped from the present program).	19 airplanes.

2. Several of the airplanes listed above as ready have been ready for several days and held by weather. The estimated dates of arrival at Ladd Field are based on 24 to 72 hour stop at Great Falls. Weather conditions and work necessary as a result of strut packing investigations may delay delivery beyond the dates shown.

3. Every effort is being made to expedite work on the airplanes set up for the Winter Test at Wright Field. This Directorate is following the progress of this work and will forward a report weekly to AFCAS showing change in status

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- 6 -

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HEADQUARTERS ARMY AIR FORCES

DECLASSIFIED
DOD ltrs. 5 Jan. & 20 June 1974
By [illegible] NC, Date 10-1-76

ROUTING AND RECORD SHEET

DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Winterization of Aircraft (Continued)

TO:

DATE

FROM:

COMMENT NO.

letter of August 28, 1942, copy attached, in which he outlines specifically the correct procedure for proper winterization of aircraft at points where such winterization will be accomplished by the Materiel Command and the Air Service Command.

"4. The above mentioned directive applies to all aircraft, except Air Transportation Division planes that are operated by Contract Operators on which winterization has been handled in accordance with Air Transport Command Bulletin No. 36001A by such Contract Operators.

Incl. - 1
Ltr 8/28/42 fr AFDMR
to AFAMC and AFASC

H. L. GEORGE,
Major General, U.S.A.,
Commanding."

AAG 452.1/Alaska (6)

2. For information, we are attaching Bulletin No. 36001A referred to above, and are retaining inclosures noted in comment 1 for our files.

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

Incl. - 1
Bulletin 36001A

TO: Air Adjutant General

DATE 2/11/43

FROM: Deputy Chief of the Air Staff

COMMENT NO. 3
MAL/mdg/5265

1. Noted by General Hanley.

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2. For files.

MAL

MILLARD A. LIBBY,
Lieut. Colonel, A.C.

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DECLASSIFIED DOD Dirs. 4 Jan. & 20 June 1974 By Alan A.S. NC; Date 10-7-76

HEADQUARTERS ARMY AIR FORCES ~~SECRET~~

ROUTING AND RECORD SHEET

DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Winterization of Aircraft

TO: Chief of Air Staff

DATE Feb. 2, 1943

FROM: Air Transport Command, A-3

COMMENT NO. 2

AFATC/A-3/JCM/hg-71320

1. Upon receipt of General Ignico's radiogram, the following directive was issued to the Ferrying Division and the Air Transportation Division of the Air Transport Command:

"1. It is essential that all pilots, flight and ground crews operating ATC equipment become familiar with the winterization publications as stated by wire from Ignicio. In addition to the publications listed, Bulletins .2501 and .36001A on Winterization, sent out by this Headquarters, are included in the schooling required on this subject.

"2. Strict compliance to Winterization Technical Orders, Bulletins, Publications and letters must be adhered to by Air Transport Command personnel at once.

Quote.

From: HQ Eleventh AF Ft Richardson Als (6/0321Z)
To: Commanding General Army Air Forces

No. 643 Dec 5, 1942.

Liaison Officer at Ladd for ATC reports many replacement planes destined Eleventh Air Force immobilized along route due lack of winterization. Inspection here reveals limited winterization completed on representative B Twenty Four D just received and that primary trouble apparently lack of applied knowledge by both Ferry and Ground Crews along route. Recommend immediate distribution to all concerned following publications with appropriate action to insure understanding and compliance, responsibility to rest on successive clearance authorities. Technical Order Nos. 01-1-25, 01-1-67, and 01-1-70. AAF ltr subj Winterization of Aircraft dated August 28, 1942. Export Manual 51-4601-1.

Ignicio

Unquote

DECLASSIFIED

"3. Special attention is called to General Fairchild's

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3-1109 A.F.

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DOD Dir. 5 Jan. & 30 June 1974
By: [illegible] NC, Date 10-17-74

HEADQUARTERS ~~SECRET~~ FORCES

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ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Winterization of Aircraft

ITEM NO.	FROM	TO	DATE	COMMENTS
				WEH:JT 5246
1	APCAS	APATC	1942 12-14	General Hanley feels that the statement contained in paragraph 12 c of attached ATC Bulletin is too general to indicate to him that all of the recommendations contained in General Ignico's radio are being complied with. WILLIAM E. HALL Colonel, G. S. C.

3 Incls.
Cable #643 12-5-42
Memo to ATC fr Cable Secy
ATC Bulletin

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W interization of Aircraft

Chief of Air Staff

Air Transport Command, A-3

[redacted]

AFATC/A-3/3[illegible]/hg-71380

1. Upon receipt of General Ignico's radiogram, the following directive was issued to the Ferrying Division and the Air Transportation Division of the Air Transport Command:

"1. It is essential that all pilots, flight and ground crews operating ATC equipment become familiar with the winterization publications as stated by wire from Ignicio. In addition to the publications listed, Bulletins .2581 and .3600A on Winterization, sent out by this Headquarters, are included in the schooling required on this subject.

"2. Strict compliance to Winterization Technical Orders, Bulletins, Publications and letters must be adhered to by Air Transport Command personnel at once.

Quote.

From: HQ Eleventh AF Ft Richardson Als (6/0321Z)
To: Commanding General Army Air Forces

No. 643 Dec 5, 1942.

Liaison Officer at Ladd for ATC reports many replacement planes destined Eleventh Air Force immobilized along route due lack of winterization. Inspection here reveals limited winterization completed on representative B Twenty Four D just received and that primary trouble apparently lack of applied knowledge by both Ferry and Ground Crews along route. Recommend immediate distribution to all concerned following publications with appropriate action to insure understanding and compliance, responsibility to rest on successive clearance authorities. Technical Order Nos. 01-1-25, 01-1-67, and 01-1-70. AAF ltr subj Winterization of Aircraft dated August 28, 1942. Export Manual 51-4601-1.

Ignicio

Unquote

"3. Special attention is called to General Fairchild's

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Winterization of Aircraft (Continued)

letter of August 28, 1942, copy attached, in which he outlines specifically the correct procedure for proper winterization of aircraft at points where such winterization will be accomplished by the Materiel Command and the Air Service Command.

"4. The above mentioned directive applies to all aircraft, except Air Transportation Division planes that are operated by Contract Operators on which winterization has been handled in accordance with Air Transport Command Bulletin No. 36001A by such Contract Operators.

Incl. - 1
Ltr 8/28/42 fr AFMMR
to AFAMC and AFASC

H. L. GEORGE,
Major General, U.S.A.,
Commanding."

2. For information, we are attaching Bulletin No. 36001A referred to above, and are retaining inclosures noted in comment 1. for our files.

Incl. - 1
Bulletin 36001A

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

Ari 45 452.1 Alaska (61)

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Winterization of Aircraft

WEH:JT 5246

1 AFHAS AFATC 1942
12-14

General Healey feels that the statement contained in paragraph 12 a of attached ATC Bulletin is too general to indicate to him that all of the recommendations contained in General Iguico's radio are being complied with.

3 Incls.
Cable #643 12-5-42
Memo to ATC fr Cable Secy
ATC Bulletin

/s/ WILLIAM E. HALL
Colonel, G. S. C.

AK AFS 452.1 Alaska

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DOD Dir.
By ... NG Date 10-7-76

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Winterization of Aircraft

WEH:FT 5846

1 APGAS APATC 1942
12-14

General [redacted] feels that the statement contained in paragraph 12 g of attached AFC Bulletin is too general to indicate to him that all of the recommendations contained in General Ignico's radio are being complied with.

Dispatched
DEC 14 1942
AAG

3 Encls.
Cable #643 12-3-42
Memo to AFC fr Cable Secy
AFC Bulletin

WILLIAM H. HALL
Colonel, G. S. C.

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DOD Dirs.
8 Jan. & 20 June 1974
By [illegible] LC, Date 12-7-74

[redacted] HEADQUARTERS [redacted] AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Winterization of Airplanes. (Continued)

ITEM NO	FROM	TO	DATE	COMMENTS — WMB/gwd 2879
2. Cont.	AFADS	AFDAS	1942 12-12	with the responsibility of completing all modification work that may be necessary at the final point of departure from the United States, and is also charged with the final inspection of the aircraft. 4. The Air Transport Command has placed an inspector at Great Falls and is not to accept aircraft for delivery unless all of the winterization work has been complete. 5. The division of responsibility, which had not been coordinated, not the directive, resulted in the unsatisfactory situation which has occurred. It is believed that this assignment of responsibility will clarify the situation. Incls. n/c RICHARD H. BALLARD, Colonel, G. S. C., Asst. Chief Air Staff, A-4.
3	AFDAS	AFMAG	12-17	MAL/imm 5265 1. General Hanley has noted. 2. For files. M. A. LIBBY, Lt. Col., G. S. C. Incl. n.c.

DEC 12 '42 PM

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Air Adjutant General

File 4/18/62

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DOD Rts.
8 Jan. & 20 June 1974
By ... NC, Date 10-7-76

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HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET

TALLY NO. 2975
FILE NO.

SUBJECT: Winterization of Airplanes.

ITEM NO	FROM	TO	DATE	COMMENTS TJH:eva 6371
1.	AFCAS	AFADS	1942 12/7	1. Attached hereto is a copy of the directive issued by the Director of Military Requirements August 27, 1942. The recent deluge of telegrams from Ladd Field concerning airplanes out of commission because of lack of winterization indicates either that the directive was not followed by the commands to which it was directed, the directive is not satisfactory, or there is a definite lack of coordination in making it effective. 2. It is desired that you confer with representatives of the Director of Military Requirements, (Colonel Gross) Materiel Command, Air Service Command, and Air Transport Command. Then issue such clarifying or additional directives as are necessary to winterize and move airplanes to Alaska and Russia. 3. The Director of Military Requirements will be made the responsible head for this winterization program. T. J. HANLEY, JR., Brigadier General, U.S.A., Deputy Chief of Air Staff. Incls: Cpy of directive to CG, Materiel Command and CG, ASC, dtd 8/27/42, frm Dir. of Military Requirements; subj, Winterization of Aircraft. Cpy memo for Gen.Stratemeyer dtd 12/6/42 frm Gen.Arnold; subj, same as above. Copy: General Stratemeyer. WMB/gwd 2879
2.	AFADS	AFDAS	12-12	1. The Director of Military Requirements (Colonel Gross) held at meeting in Salina, Kansas, on December 10, with representatives of the Materiel Command, the Air Service Command and the Air Transport Command, and the Liaison Officers (Colonel McKinley and Colonel Russell) stationed at Wright Field, who are the specialists in the winterization of aircraft program. 2. Colonel McKinley and Colonel Russell are charged with the responsibility of seeing that the Materiel Command carries out its functions in the modification of the aircraft and they are also responsible for any changes in contracts that may be required due to practical experiences in the field. DECLASSIFIED 3. The Air Service Command at Great Falls is charged

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AWAS 452.1 Alaska (6-12)

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See A-4 Dec 1975

COPY

AFDMR
MEG:vk
8-23-42

COPY

8/ Aug. 27, 1942

Winterization of Aircraft

Commanding General, Materiel Command; and
Commanding General, Air Service Command.

1. This directive is in confirmation of a series of conferences, on the above subject, held with various Materiel Command and Air Service Command offices and personnel beginning July 2, 1942; of tentative directive given on July 18, and teletyped to Wright Field on July 20, 1942; and, of actions already initiated by the Materiel Command and Air Service Command agencies relating to modifications, procurement of necessary priorities and equipment, and preparation of instructional data.

2. There is a requirement for the proper winterization of aircraft and the procurement of accessory ground equipment, particularly in order to assure the operation of aircraft under conditions of severely low temperatures encountered in arctic areas.

3. The following list of modifications for production aircraft is the minimum necessary for proper operation under conditions of severely low temperatures encountered in arctic or sub-arctic areas:

a. Install self-thawing type oil radiators.

b. Install full closing shutters for oil radiators.

c. Install full closing shutters for prestone radiators.

d. Provide oil dilution system for all aircraft.

e. Meet Handbook of Instructions for Airplane Designers requirements for carburetor heat, or provide adequate emergency alcohol de-icing system.

f. Install propeller anti-icing system (to include shoes -- see paragraph x., below).

g. Install battery cart external plugs.

h. Provide cockpit heating system which meets the requirements

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of the AMB Standards specification for pilot, co-pilot, bombardier, navigator, and radio compartments. Substitute heated suits as auxiliary equipment only at other positions for AMB requirements until accelerated development and test provide suitable heaters. Spot heat tubes may be used to defrost, and heat control may be manual. (Responsible agencies will initiate an intensive study to develop and provide suitable heaters for other positions referred to above.)

*i. Install snow and ice tread tires.

j. Relubricate all control systems with Beacon M-285 grease or equivalent. Where immediate compliance with this requirement will result in interruption of production, exception may be made in specific instances as authorized by Director of Military Requirements only. Where such exemption is authorized, instructions regarding pre-heating of bearings prior to operation will accompany each aircraft.

k. Lubricate propeller with special grease.

l. Lag all front row radial engine push rod housings.

*m. Install proper spark plugs for low temperature operation.

n. Provision will be made for installation of immersion heaters in oil tanks. Heaters must be installed near the bottom of the tank, and in such a position as to permit heat diffusion to the greatest quantity of oil possible. It will be assumed that heater will be turned on as soon as airplane is on the ground and continue to operate until next take-off. Assumed conditions under which airplane will be on the ground will be -65°F and a 30 mph wind. Oil should be kept at 45°F temperature.

o. Install drain in fuel tanks.

p. Provide cowl flaps or other accessory equipment which will permit satisfactory engine operation at extremely low temperatures.

q. Fill oil pressure gauge lines with light oil.
Note: This is covered by Technical Order.

r. Provide high capacity ignition system for low temperature starting.

s. Install carburetor air thermometer in accordance with Handbook of Instructions for Airplane Designers requirements.

t. Change hydraulic oil.

*u. Change engine oil to winter grade.
Note: This is covered by Technical Order.

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*v. Provide de-icing equipment, either of heated wing or conventional type, even though such equipment is suitable only for ferrying.

w. Provide full-closing shutters for intercoolers.

*x. Install fluid feed shoe.

y. Prepare supercharger regulator and its oil system for proper low temperature operation.

z. For each airplane not provided with Pilot's Handbook of Flight Operating Instructions, in which appropriate data on cold weather operation has been included, the Air Service Command will prepare pamphlet including such operation instructions and cold weather procedure. Copy of this pamphlet will be installed in each aircraft, and sufficient copies for instruction purposes will be made available.

aa. Provide windshield wipers except on fighters. On fighters and where windshield construction is such as to prohibit the installation of wipers, a clear vision panel which will provide unobstructed vision during rain, snow, hail, or other conditions which normally prevent clear vision through the windshield, will be provided. This installation will be such that any rain, etc., entering the compartment will be carried clear of the pilot's line of vision. Such installations will be approved by the Director of Military Requirements.

bb. Provide windshield de-icers with all windshield wipers.

cc. Make provision for auxiliary engine priming, using either high volatile fluids or gases.

dd. Lag oil tanks and lines (except self-sealing) except where such tanks and lines are in compartments heated by engine heat or heat from other sources.

ee. Provide heat access ports to all engines completely cowled. (Ports to be 4-1/4 inches in diameter and to be so located as to permit uniform distribution of heat to entire engine, including reduction gear and accessory sections when using two ducts from the standard D-1 portable type ground heater.)

NOTES:

Note 1. The asterisk (*) indicates modifications which need not be made as production items, but may be effected only on aircraft specifically designated for, or transit through, arctic or sub-arctic areas, and may be accomplished at appropriate concentration areas or points of departure from the United States.

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Note 2. For purposes of standardization, wherever low temperature operation is referred to in this directive, -65°F temperature will be understood.

Note 3. For the purpose of this directive, a two-hour operating quantity requirement will be considered standard for de-icing fluids.

3. The Commanding General, Materiel Command, will take immediate action to engineer those items listed above which are not marked with an asterisk (*) into production lines, so that modifications can be completed by October 1, 1942, on all combat, and all cargo type aircraft of c-60 or larger class. In the event that it is found impracticable to engineer all such items into the production line of any model by that date, prior arrangements must be made for modification change-over by that time. Should it be found, for any reason, that it is physically impossible to meet any of the above winterization requirements, such items will be made the subject of special correspondence with this office, so that appropriate action can be taken either to provide temporary expedients or other means for transporting the affected aircraft to theaters of operation. Materiel Command has already been furnished the tentative schedule of all units, giving type, tentative date, and destination, that are to be moved out of the continental United States. Schedule of movement of replacement aircraft will be furnished as rapidly as it can be compiled. Materiel Command is in possession of necessary information on proposed movements of Lend-Lease aircraft.

4. It will be necessary to provide wing covers, engine covers, propeller covers, engine heaters, battery carts or portable generating units, complete with wires and connections, including the British electrical outlet adapter, generating units for use with immersion heaters, complete with cables and connections to the aircraft, and similar ground equipment. Wing covers must be of light frost-proof material, manufactured to fit the particular aircraft for which designed, and capable of being removed by a minimum crew immediately prior to take-off. Standard tarpaulins are not satisfactory. Engine covers must be close fitting, of an insulating type, and with connections for the heat ducts of the standard D-1 portable type ground heater.

Note: This equipment need be provided only for aircraft routed through or assigned to arctic or sub-arctic areas, and to stations located therein. Generating units for immersion heaters must provide 1000 watts power for each aircraft engine for which power is being provided. Basis of requirement for D-1 type heater will be one heater per engine of aircraft assigned to station.

5. The Commanding General, Materiel Command, is responsible for the execution of this directive, and for the proper issuance of instructions and the coordination of necessary details with the Commanding General, Air Service Command.

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6. Until all of the items (not bearing an asterisk) have been incorporated in production airplanes, the Materiel Command will provide a means of definitely identifying aircraft in which all or any portion of the foregoing modifications have been incorporated, preferably by a winterization notice card prominently placed in pilot's cockpit of each airplane (and not by model designation symbol).

7. All previously enunciated policies and standardization items in conflict with the foregoing instructions are rescinded.

By command of Lieutenant General ARNOLD:

MUIR S. FAIRCHILD,
Major General, U.S.A.,
Director of Military Requirements.

Copies to:
CG, ASC,
CG, ATC,
CG, 1st Air Concentration Comm.

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AAF 452.1 Alaska (42)

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(AFAMC-6)

September 14, 1942

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

Technical Executive
Wright Field, Dayton, Ohio

E-598 .....Re PES-T-1163 dated 3-12-42. Director of Military Requirements does not concur in any change to items F.S. CC or DD in the Directive of August 28, 1942.

Asterisks may be removed from paragraphs K, Q and T.

Paragraph AA is to remain as now set up. Director of Military Requirements approves the use of clear view panels in Fighters per last sentence in this paragraph.

Assistant Chief of Staff (P)

C
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P
Y

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La A-1 Dec. 2975

December 4, 1942

MEMORANDUM FOR GENERAL STRATEMEYER:

Subject: Winterization of Airplanes.

This morning three cables from Gaffney complain about the grounding of planes in Canada and Alaska due to non-winterization. Investigation has convinced me that the division of responsibility for such winterization between the Production Division at Wright Field, the various Modification Centers, and particularly Great Falls, Montana, has produced a condition where the Air Transport Command will accept a plane for movement without due checking.

The Air Service Command will accept a plane from the manufacturer and apparently assumes that certain conditions exist with regard to oil and hydraulic fluid, and as near as can be judged, they both ignore the directions and specifications drawn up by the Production Division at Wright Field. Wright Field in the past has apparently made no effort to check and make sure that the directions were being followed.

I feel that there should be one responsible head for this winterization program, and I wish that you would make a decision as to where this responsibility should rest and see that it is carried out.

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

AAG 452.1 Alaska (6-6)

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DOD Dir.
8 Jun. & 20 June 1974
By [illegible] NC, Date 12-2-76

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Winterization of Airplanes.

TWH:eva 6371

1. AFCAS AFADS 1942 12/7

1. Attached hereto is a copy of the directive issued by the Director of Military Requirements August 27, 1942. The recent deluge of telegrams from Ladd Field concerning airplanes out of commission because of lack of winterization indicates either that the directive was not followed by the commands to which it was directed, the directive is not satisfactory, or there is a definite lack of coordination in making it effective.

2. It is desired that you confer with representatives of the Director of Military Requirements, (Colonel Gross) Materiel Command, Air Service Command, and Air Transport Command. Then issue such clarifying or additional directives as are necessary to winterize and move airplanes to Alaska and Russia.

3. The Director of Military Requirements will be made the responsible head for this winterization program.

/s/ T.J.H.

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

Incls: Cpy of directive to Cg, Materiel Command and CG, ASC, dtd 8/27/42, frm Dir. of Military Requirements; subj, Winterization of Aircraft.
Cpy memo for Gen.Stratemeyer dtd 12/6/42 frm Gen.Arnold; subj, same as above.

Copy: General Stratemeyer.

WRR/gwd 2879

2. AFADS AFRAS 12-12

1. The Director of Military Requirements (Colonel Gross) held a meeting in Salina, Kansas, on December 10, with representatives of the Materiel Command, the Air Service Command and the Air Transport Command, and the Liaison Officers (Colonel McKinley and Colonel Russell) stationed at Wright Field, who are the specialists in the winterization of aircraft program.

2. Colonel McKinley and Colonel Russell are charged with the responsibility of seeing that the Materiel Command carries out its functions in the modification of the aircraft and they are also responsible for any changes in contracts that may be required due to practical experiences in the field.

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3. The Air Service Command at Great Falls is charged

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AAG 452.1 Alaska (6-12)

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DOD Dirs.
E.O. 12356, Sec. 4.3(b)(1)
By [illegible] NLC, Date 10-7-94

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Winterization of Airplanes. (Continued)

WAM/gmd 5079

2. AFDAS AFDAS 1942
Cont. 12-12 with the responsibility of completing all modification work that may be necessary at the final point of departure from the United States, and is also charged with the final inspection of the aircraft.

3. The Air Transport Command has placed an inspector at Great Falls and is not to accept aircraft for delivery unless all of the winterization work has been completed.

4. The division of responsibility, which had not been coordinated, not the directive, resulted in the unsatisfactory situation which has occurred. It is believed that this assignment of responsibility will clarify the situation.

Incls. n/c

RICHARD H. BALLARD,
Colonel, G. S. C.,
Asst. Chief Air Staff, A-4.

MAL/lmm 5265

3 AFDAS AFMAG 12-17 1. General Manley has noted.

2. For files.

M. A. LIBBY,
Lt. Col., G. S. C.

Incl.
n.c.

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2

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By [illegible] NCI Date 10-7-76

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452.1 Alaska (59)

Relay of Aircraft along Northwest Route to Alaska.

22H:hb 6378

1. AFCAB AFHDC 1942 12-6

1. Please keep me informed of progress in this project.

2. General Arnold has been notified.

Dispatched
Dec 8 1942
AAG

File

2 Incl.
Memo. fr. Col.Wm.E.Bunner
29/X/42

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

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AG 452.1 Alaska (59)

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By [illegible] NC, Date 10-7-76

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AFAIC/PDR/MRC/MRR/ptp

December 5, 1942

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

SUBJECT: Delay of Aircraft along Northwest Route to Alaska

1. Reference our telephone conversation on aircraft held up along the Northwest Route to Alaska, the following is a list of the aircraft that are not moving:

3 B-[illegible]'s
3 B-[illegible]'s
2 A-[illegible]'s
1 P-40
6 P-40's (these planes have been delivered to Fairbanks, will be picked up by combat crews at Fairbanks and are considered delivered by the Ferrying Division, Air Transport Command.)

2. The reason that the above aircraft are delayed is because of lack of adequate winterization on the airplanes. This is due to the following reasons:

a. Interior cabin heaters out.

b. Hydraulic oil too heavy.

c. Oil emersion heaters not working.

d. Propeller governors out.

e. Shutters on the oil radiator not installed.

3. Other airplanes are now being held at Great Falls pending the installation of necessary winterization equipment or the proper functioning of this equipment. It is not believed wise to send airplanes over the Route improperly equipped, and it is much easier to correct or install winterization equipment in the United States rather than do this en route.

DECLASSI[illegible] H. TURNER
[illegible], Air Corps
Commanding.

~~CONFIDENTIAL~~

AAG 452.1 Alaska (3)

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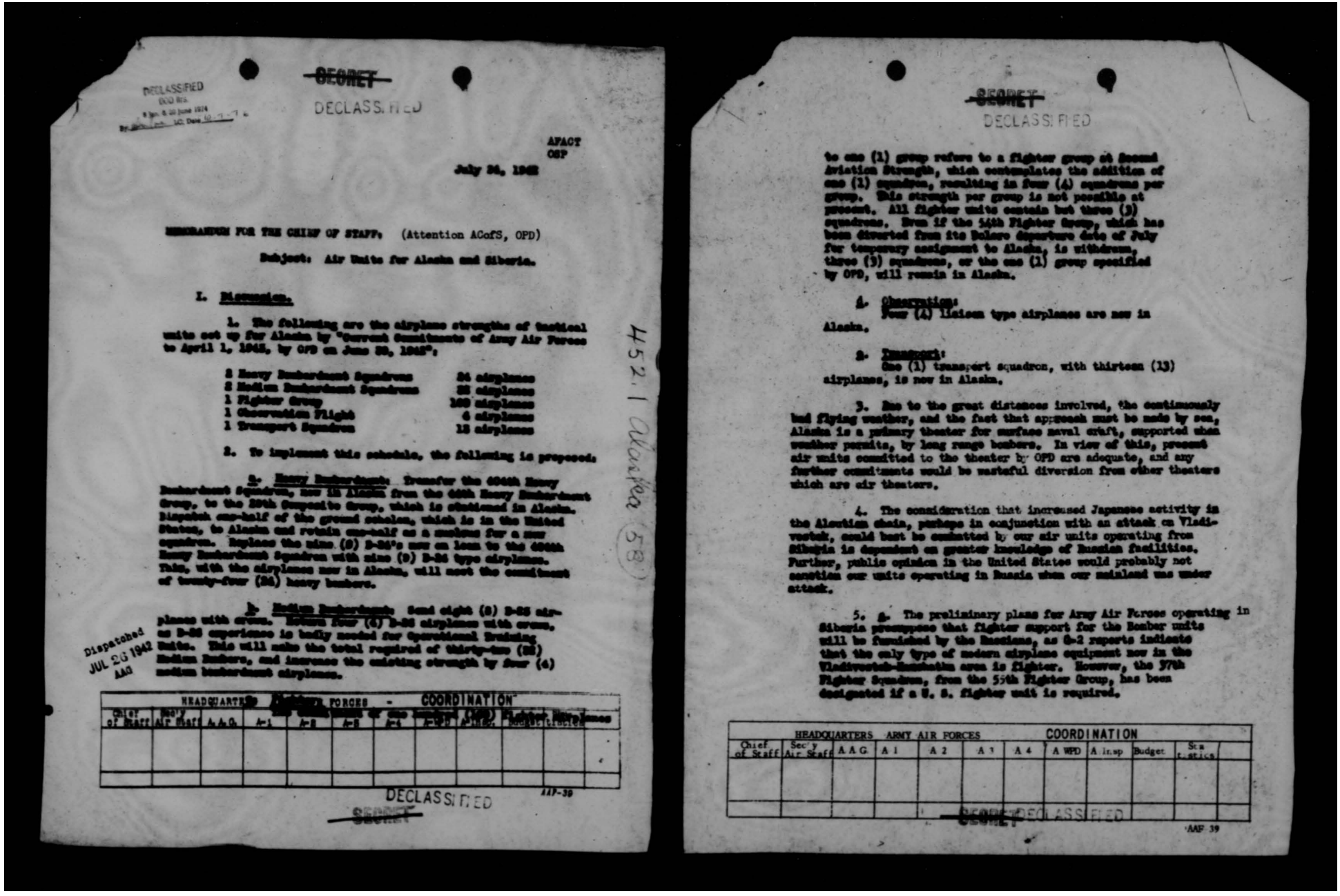

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AFACT
OSP

July 26, 1942

MEMORANDUM FOR THE CHIEF OF STAFF: (Attention ACofS, OPD)

Subject: Air Units for Alaska and Siberia.

I. Discussion.

1. The following are the airplane strengths of tactical units set up for Alaska by "Current Commitments of Army Air Forces to April 1, 1943, by OPD on June 20, 1942":

2 Heavy Bombardment Squadrons	24 airplanes
2 Medium Bombardment Squadrons	22 airplanes
1 Fighter Group	100 airplanes
1 Observation Flight	4 airplanes
1 Transport Squadron	13 airplanes

2. To implement this schedule, the following is proposed:

a. Heavy Bombardment: Transfer the 404th Heavy Bombardment Squadron, now in Alaska from the 44th Heavy Bombardment Group, to the 28th Composite Group, which is stationed in Alaska. Dispatch one-half of the ground echelon, which is in the United States, to Alaska and retain one-half as a nucleus for a new squadron. Replace the nine (9) B-24's now on loan to the 404th Heavy Bombardment Squadron with nine (9) B-24 type airplanes. This, with the airplanes now in Alaska, will meet the commitment of twenty-four (24) heavy bombers.

Dispatched JUL 28 1942 AAG

b. Medium Bombardment: Send eight (8) B-25 airplanes with crews. Return four (4) B-26 airplanes with crews. As B-26 experience is badly needed for Operational Training Units. This will make the total required of thirty-two (32) Medium Bombers, and increase the existing strength by four (4) medium bombardment airplanes.

452.1 Alaska (58)

HEADQUARTERS [illegible] FORCES - COORDINATION												
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

AAF-39

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to one (1) group refers to a fighter group at Second Aviation Strength, which contemplates the addition of one (1) squadron, resulting in four (4) squadrons per group. This strength per group is not possible at present. All fighter units contain but three (3) squadrons. When if the 54th Fighter Group, which has been diverted from its Bolero departure date of July for temporary assignment to Alaska, is withdrawn, three (3) squadrons, or the one (1) group specified by OPD, will remain in Alaska.

c. Observation:
Four (4) liaison type airplanes are now in Alaska.

d. Transport:
One (1) transport squadron, with thirteen (13) airplanes, is now in Alaska.

3. Due to the great distances involved, the continuously bad flying weather, and the fact that approach must be made by sea, Alaska is a primary theater for surface naval craft, supported when weather permits, by long range bombers. In view of this, present air units committed to the theater by OPD are adequate, and any further commitments would be wasteful diversion from other theaters which are air theaters.

4. The consideration that increased Japanese activity in the Aleutian chain, perhaps in conjunction with an attack on Vladivostok, could best be committed by our air units operating from Siberia is dependent on greater knowledge of Russian facilities. Further, public opinion in the United States would probably not sanction our units operating in Russia when our mainland was under attack.

5. a. The preliminary plans for Army Air Forces operating in Siberia presuppose that fighter support for the Bomber units will be furnished by the Russians, as G-2 reports indicate that the only type of modern airplane equipment now in the Vladivostok-Khabarovsk area is fighter. However, the 57th Fighter Squadron, from the 55th Fighter Group, has been designated if a U. S. fighter unit is required.

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

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b. The 15th Transport Squadron from the 61st Transport Group has been warned to be prepared to move their airplanes with airplane crews for cold-weather operation within seventy-two (72) hours after notification.

c. The 388nd Heavy Bombardment Squadron of the 30th Heavy Bombardment Group, in the 4th Air Force, can be equipped with the B-24's now on loan to Alaska from the 30th Group. Seven (7) B-24's are now being prepared for Alaska. Two (2) additional are being prepared with special ADF equipment and will be transferred to Alaska in August. If emergency of this unit North is required prior to the return of the B-24's from Alaska, B-17's with crews now in the 2nd Bombardment Group on the East Coast can be withdrawn.

d. The 46th Medium Bombardment Squadron, of the 41st Medium Group, in the 4th Air Force, can be equipped with B-26's from the East Coast. These can also be replaced by B-24's for anti-submarine patrol. B-26 crews are available on the West Coast.

e. This will provide a small balanced striking force, with transport facilities, dependent for fighter support on Russian units.

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

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

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8 Jan. & 30 June 1974
By: [illegible] NARS, Date 10-7-76

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Alaska

July 25, 1941

[illegible] (Attention ACofS, OPD)

Subject: Fighter Units for Alaska

1. Recommend:

a. The air echelon and ultimate of the 35th Pursuit Group, consisting of three (3) fighter squadrons, now stationed by the commanding General, Hawaiian Department, [illegible] Unit to Alaska at the time of the expected closure of the Panama Canal.

b. This proposal was approved by the Operations Division, W.D.G.S., as a temporary basis only, although no decision was made.

c. At present in Alaska, in addition to the three (3) assigned squadrons of the 35th Pursuit Group, are two (2) squadrons of the 18th Pursuit Group, which consists of three (3) fighter squadrons. [illegible]

d. The 35th Pursuit Group is a Hawaiian Group, stationed, prior to the outbreak, for purposes of defense of Pearl Harbor. It is organized, with full [illegible] and is considered as a unit. [illegible] to be [illegible] separated from [illegible] Hawaiian Department.

e. Since the Alaskan theater, and particularly the Alaskan [illegible] of operations, [illegible] considered as a unit, [illegible] the same.

SAS 452.1 Alaska (5-7)

Copy for Gen Arnold

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SAS 452.1 Alaska (5-7)

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4. Commitments of the Combined Chiefs of Staff, as reflected in "Current Commitments of Army Air Forces to April 1, 1943, prepared by OPD on June 30, 1942," sets up as an eventual fighter force in Alaska only one (1) group, of four (4) squadrons of twenty-five (25) airplanes each. This is at the second echelon strength, which, due to shortage of combat airplanes, is not at present in effect for any units. Withdrawal of the 54th Fighter Group would leave in Alaska three (3) fighter squadrons, or the one (1) fighter group set up by the Operations Division.

II. Action Recommended:

1. That the 54th Fighter Group be relieved at once from its temporary duty in Alaska and be returned with personnel and equipment to its home station.

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

Dispatched
JUL 24 1942
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Air AG 452.1 Alaska (57)

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DOD Dir. 5 Jan. & 20 June 1974
By: [illegible] NC, Date 10-7-76

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Establishment of 54th Fighter Group Base Alaska.

GHQ/mmb

1 AG 320.2 (General Alaska) 3842 7/30 In accordance with your directive of July 30th, directed the [illegible] by your telephone to [illegible] Army the establishment of the 54th Fighter Group Base Alaska.

Incl.
None for G/S 4.7/30/42 C. H. P.
ad. "Fighter Units for Alaska" Adjt. Gen.

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July 23, 1942

MEMORANDUM FOR THE CHIEF OF STAFF. (Attention A.C. of S., OPD)

Subject: Fighter Units for Alaska

I. Discussion:

1. The air echelon and airplanes of the 54th Fighter Group, consisting of three (3) fighter squadrons, were diverted by the Commanding General, Western Defense Command, from the West Coast to Alaska at the time of the Japanese attack on the Aleutians.

2. This movement was approved by the Operations Division, W.D.G.S., on a temporary basis only, although no limiting date was set.

3. At present in Alaska, in addition to the three (3) tactical squadrons of the 54th Fighter Group, are two (2) Squadrons of the 28th Composite Group, whose station is Alaska, plus one (1) squadron of the 55th Fighter Group—a total of six (6) fighter squadrons.

4. The 54th Fighter Group is a Bolero Group, scheduled, prior to its diversion, for movement in July 1942. It is equipped with P-39 type airplanes, which are unsuitable for operation in heavy snow, due to the lightly constructed nose wheel, and further unsuited for winter operation because the cockpit cannot be satisfactorily heated.

5. Since the Alaskan region, and particularly the Aleutian chain, is one of predominant bad flying weather, this area should be considered as primarily a theater for operation of naval surface craft, assisted, when weather permits by long-range Bombardment. Pursuit, because of its limited range, should be assigned for the defense of airdromes, as our forces are insufficient to divert throughout the area.

Dispatched
JUL 24 1942
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452.1 Alaska (7-23-42)

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6. Commitments of the Combined Chiefs of Staff, as reflected in "Current Commitments of Army Air Forces to April 1, 1943, prepared by OPD on June 30, 1942," sets up as an eventual fighter force in Alaska only one (1) group, of four (4) squadrons of twenty-five (25) airplanes each. This is at the second aviation strength, which, due to shortage of combat airplanes, is not at present in effect for any units. Withdrawal of the 54th Fighter Group would leave Alaska three (3) fighter squadrons, or the one (1) fighter group set up by the Operations Division.

II. Action recommended:

1. That the 54th Fighter Group be relieved at once from its temporary duty in Alaska and be returned with personnel and equipment to its home station.

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

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Sec'y Air Staff	A.C.S.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Re-tistics	

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DOD 5200.
By [illegible] NLC, Date 6-7-10

Withdrawal of 54th Fighter Group from Alaska.

OCPrune

1 ARMY General Arnold 1942 7/29 In accordance with your directive of July 23d, attached for your signature is a study for the Chief of Staff on the "Withdrawal of the 54th Fighter Group from Alaska."

Incl.
Memo for C/S 4.7/23/42 G. S. P.
w/i. "Fighter Units for Alaska" Encl., A-3

DISPATCHED
JUL 24 1942
AAG

HEADQUARTERS ARMY AIR FORCES			COORDINATION								
Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A ir sp	Budget	Sta t. stics	

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8 Jan. 4.30 June 1978
by Alan Katz, NARS Date 10-1-14

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Alaska

August 11, 1942

~~MEMORANDUM~~ FOR: Dr. Edward L. Bowles,
Expert Consultant to
the Secretary of War.

~~SUBJECT~~: Alaskan Radar Bombing Problem.

1. Your letter of July 17 on the above subject, written to Brigadier General L. S. Kuter, has been referred to me for necessary action and reply.

2. As you doubtless know, the following action has been taken:

a. Two B-24D airplanes, numbers 41-11928 and 41-11934, are in process of being installed, at Patterson Field, ASF 10 Western Electric equipment and Radar altimeter. The estimate given us for this work was 4 weeks. I personally verified this and find that:

(1) 1600 man hours per plane are required to put on the new nose section.

(2) Additional time would be required to install the ASE-10 equipment.

(3) A limited number of men can work on a plane at one time.

(4) Work will be accomplished on a 24-hour 7-day week basis.

b. When completed at Patterson Field, they will be ferried to Boston for the installation of the complementary equipment required for the Alaskan project. This will require perhaps an additional week.

c. Two experienced Radar operators have been selected to accompany these airplanes to Alaska. Before being ferried to Alaska, these airplanes will be given a shakedown and maintenance check in order to insure that all equipment is

SAS 455.1 Alaska (56)

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SAS 452.1 Alaska (56)

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DOD Dir.
E.O. 12958 Sec. 3.6
By: dlw/mch NARA Date: 10-7-96

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Alaskan Radar Bombing Problem. (cont)

operating in a satisfactory manner. Some time, a few days, will be required for crew training.

4. It is hoped that they will be ready by the middle of September.

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

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5 Jun. & 30 June 1958
By Alex/ec, NG Date 12-3-76

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4.	AFDTS	AFACG	1942 8/11	1. Copy attached of letter written to Dr. Boules.	HGBrvo

2 Incls.
Memo for Auter
(no change)
Memo for Dr. Boules

HHH
Dir/Tech.Serv.

SECRET

	S/AS	AFACG (File)	1942 8-12	1. Forwarded for file.	

Incls.
S/S

W. H. H.
S/AS

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By [illegible] NC, Date 10-7-76

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CRR

Alaska Problem

2. AFDTS AFACG 1942 8/4 (cont) maintenance check in order to insure that all equipment is operating in a satisfactory manner. Some time, a few days, will be required for crew training.

4. It is hoped that they will be ready by the middle of September.

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

1 Incl. - Memo for Enter
(no change)

---

3 AFACG AFDTS 1942 8/8 Prepare a letter to Dr. Bowles giving him this information.

H. H. A.

I 7

4 AFDTS AFACG 1942 8/11

5 S/AS AFACG (File) 1942 8/12

Reply in 8/13/42

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Air Abuse - Alaska (56)

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DECL ED
By ... NC, Date 11-3-76

2. AFDTS AFACC 1942 8/4

1. Two B-24D airplanes, numbers 41-11926 and 41-11924, are in process of having installed, at Patterson Field, ASV 10 Western Electric equipment and Radar altimeter. The estimate given us for this work was 4 weeks. I personally verified this and find that:

a. 1600 man hours per plane are required to put on the new nose section.

b. Additional time would be required to install the ASV-10 equipment.

c. A limited number of men can work on a plane at one time.

d. Work will be accomplished on a 24-hour - 7-day week basis.

2. When completed at Patterson Field, they will be ferried to Boston for the installation of the complementary equipment required for the Alaskan project. This will require perhaps an additional week.

3. Two experienced Radar operators have been selected to accompany these airplanes to Alaska. Before being ferried to Alaska, these airplanes will be given a shakedown and

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By [illegible] NSC Date 12-7-76

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Alaska Problem

1. General Gerow 1942 Read this over and see me.
Arnold Hollaland 7/20

E. M. A.

Encls
Memo for Gen. Baker, 7/17/42
re above subj.

JD

[signature] 7/21
Rec'd 7/20/42

Reply in 8/13/42

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DOD Dir's
By Glenlee WC Date 10-7-10

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July 17, 1942

MEMORANDUM FOR: Brigadier General L. S. Kuter
Deputy Chief of the Air Staff
Room 2205 Munitions Building

SUBJECT: Alaskan Radar Bombing Problem

1. On the basis of our discussion, I have informally proceeded with the investigation of the possibilities of equipping a bomber with blind bombing radar instruments of an experimental nature with the object of utilizing this gear at the earliest possible date in the Alaskan Defense Command.

This general plan has been discussed with the Secretary of War and has his approval. It has also been discussed with General Streett and Colonel Russell of the Operations Division, W.D.G.S.; and, subject to the establishment of the proper instructions through channels, I am sure the project has their approval.

2. The recommended procedure is as follows:

a. Withdraw two B-24D aircraft already allocated to Alaska and turn them over to the proper modification center in order that they may have their noses altered to receive ASV-10 equipment.

b. Remove ASV-10 units of the MIRC--MIT Radiation Laboratory type from two B-18A aircraft now at the SADW unit, Langley Field, replacing them by the Western Electric equivalent, SCR-517A.

c. Install the MIRC ASV-10 units in the two B-24D aircraft.

d. Make the B-24D aircraft, with ASV-10 units installed, available at the Radiation Laboratory at MIT (Commonwealth Airport, Boston) for installation of the complementary experimental attachment for associating the ASV equipment with the bomb sight.

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3. I shall undertake to make arrangements with NDRC for that part of the work which it is proposed they undertake. I am sure the assent will only be a formality, for this body has already shown keen interest in projects of this nature and is, I have ascertained, prepared to carry through the particular problem which is the subject of this memorandum.

4. It will be necessary, as I understand it, for you to initiate the proper papers in order that the Director of Military Requirements will have authorization to proceed with instructions for the necessary nose alterations of the two B-24D aircraft for the ASV. I take it also that Operations Division will wish to be informed of your action.

5. The procedure in relation to NDRC will be for the appropriate Technical Services and Military Requirements authorities to communicate with L. A. DuBridge, Director, Radiation Laboratory, MIT, to arrange for coordination of NDRC and Army responsibilities on this project.

6. I plan to discuss this problem with the Radiation Laboratory Staff immediately and will advise you on Tuesday of the detailed procedure whereby NDRC will be brought into this project. In the meantime, it is my hope that you can at once take the necessary steps to have the B-24's prepared.

It is contemplated that just as soon as the complete experimental gear has been tested by the Radiation Laboratory at MIT, it will then go on to the Alaskan Command accompanied by the necessary Radiation Laboratory Technical Personnel to insure its performance.

Edward L. Bowles
Expert Consultant to
the Secretary of War.

cc - Lieutenant General H. H. Arnold
Brigadier General St Clair Streett
Brigadier General Muir S. Fairchild
Colonel A. W. Marriner
Lieutenant Colonel E. E. Aldrin

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Air AG 452.1 Alaska (56)

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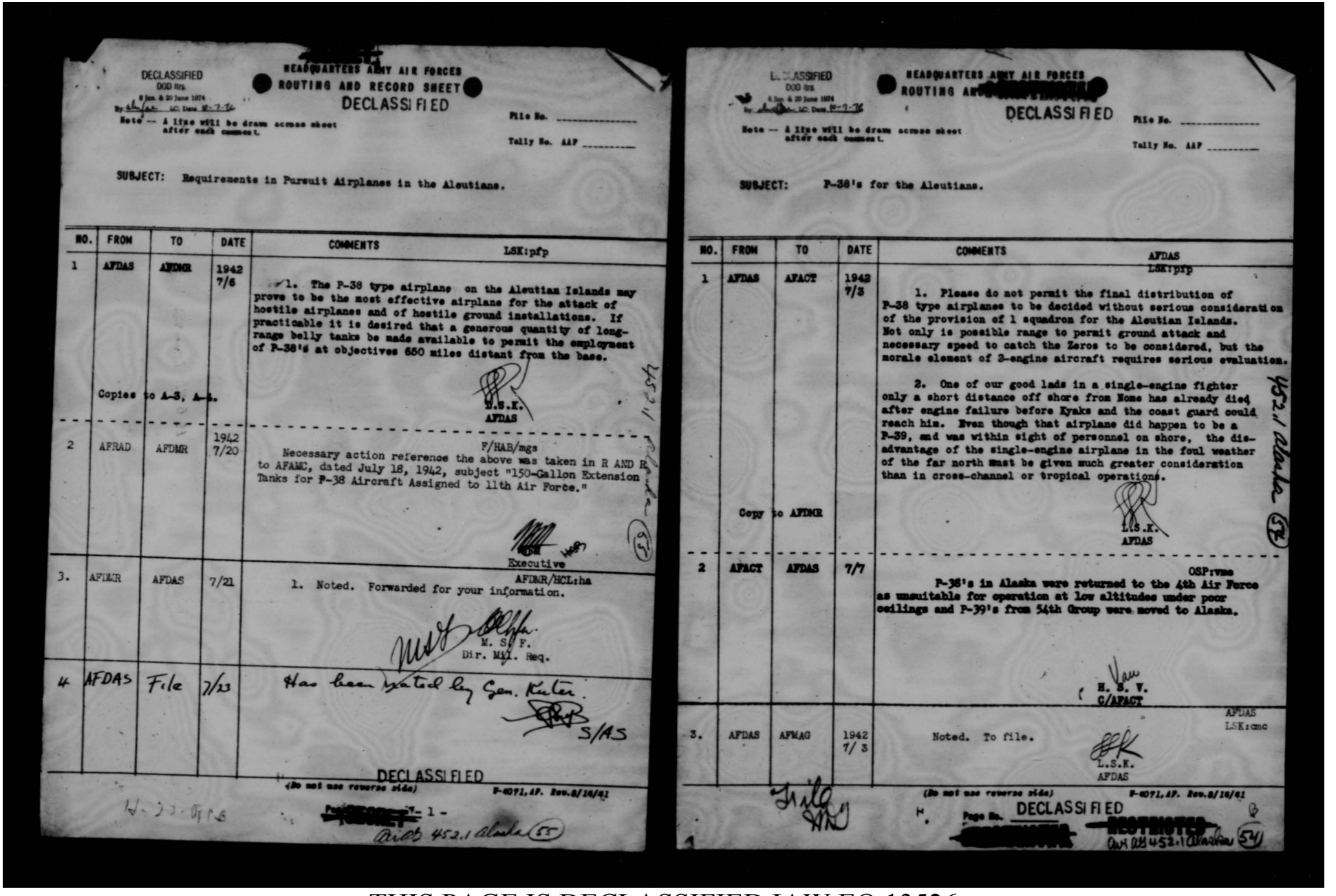

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DOD Dir.
6 Jan. & 20 June 1974
By [illegible] LC, Date 12-7-76

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET
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Note -- A line will be drawn across sheet after each comment.

File No. _____

Tally No. AAF _____

SUBJECT: Requirements in Pursuit Airplanes in the Aleutians.

NO.	FROM	TO	DATE	COMMENTS LSK:pfp
1	AFDAS	AFDMR	1942 7/6	1. The P-38 type airplane on the Aleutian Islands may prove to be the most effective airplane for the attack of hostile airplanes and of hostile ground installations. If practicable it is desired that a generous quantity of long-range belly tanks be made available to permit the employment of P-38's at objectives 650 miles distant from the base. L.S.K. AFDAS Copies to A-3, A-4.
2	AFRAD	AFDMR	1942 7/20	F/HAB/mgs Necessary action reference the above was taken in R AND R to AFAMC, dated July 18, 1942, subject "150-Gallon Extension Tanks for P-38 Aircraft Assigned to 11th Air Force." Executive
3.	AFDMR	AFDAS	7/21	AFDMR/HCL:ha 1. Noted. Forwarded for your information. M. S. F. Dir. Mil. Req.
4	AFDAS	File	7/23	Has been stated by Gen. Kuter. S/AS

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(Do not use reverse side) P-4071, AF. Rev. 8/18/41

- 1 -

AAG 452.1 Alaska (55)

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6 Jan. & 20 June 1974
By [illegible] LC, Date 12-7-76

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET
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Note -- A line will be drawn across sheet after each comment.

File No. _____

Tally No. AAF _____

SUBJECT: P-38's for the Aleutians.

NO.	FROM	TO	DATE	COMMENTS AFDAS LSK:prp
1	AFDAS	AFACT	1942 7/3	1. Please do not permit the final distribution of P-38 type airplanes to be decided without serious consideration of the provision of 1 squadron for the Aleutian Islands. Not only is possible range to permit ground attack and necessary speed to catch the Zeros to be considered, but the morale element of 2-engine aircraft requires serious evaluation. 2. One of our good lads in a single-engine fighter only a short distance off shore from Nome has already died after engine failure before Kyaks and the coast guard could reach him. Even though that airplane did happen to be a P-39, and was within sight of personnel on shore, the disadvantage of the single-engine airplane in the foul weather of the far north must be given much greater consideration than in cross-channel or tropical operations. L.S.K. AFDAS Copy to AFDMR
2	AFACT	AFDAS	7/7	OSP:vme P-38's in Alaska were returned to the 4th Air Force as unsuitable for operation at low altitudes under poor ceilings and P-39's from 54th Group were moved to Alaska. H. S. V. G/AFACT
3.	AFDAS	AFMAG	1942 7/3	AFDAS LSK:cmc Noted. To file. L.S.K. AFDAS

(Do not use reverse side) P-4071, AF. Rev. 8/18/41

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AAG 452.1 Alaska (54)

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DOD Dir
E Jan. & 30 June 1974
By [illegible] LC, Date [illegible]

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PERSONNEL SHORTAGES IN THE ALASKAN AIR FORCE

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

452.1 Alaska (32)

File 7/28/42

2. AFCAS AFAAP 1942 7-28 Noted. 7/28/42 WHH:ml

Dispatched JUL 28 1942 AAG

W. B. H. S/AS

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AG AD 452.1 Alaska (32)

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DOD 5200
By [illegible] NARA, Date 10-7-7

AFAEP
OAA/alm
wtn 6/12/42

DECLASSIFIED
JUN 12 1942

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MEMORANDUM FOR GENERAL ARNOLD:

Subject: B-26's for Alaska.

1. The Army Air Forces have no available B-26's that are operationally suited to combat operations in the face of air opposition.

2. There are now at St. Paul 44 B-26's that are being modified and equipped with armament, - front and side guns, - to make them suitable for combat. These airplanes are set up for the 90th Group for the Middle East. The conversion will probably require 20-30 days.

3. The 12 B-26's recently assigned to the 2nd Air Force have not been modified for combat operations. In addition, there are no qualified crews available for these planes in the 2nd Air Force.

4. The 3rd Air Force reports that it can make available 20 airplanes and qualified crews for bombing operations. These planes have not been modified for combat operations against air opposition. They can, however, execute bombing attacks.

5. For the 3rd Air Force to set up these airplanes for Alaska, it will be necessary to rob four groups, - the 90th, 93rd, 44th, and 98th. This will be at the expense of a serious retardation in the completion of groups for combat duty.

6. The 90th Group has completed its OTU training and is now awaiting the B-26's now being modified at St. Paul. On receipt of planes this unit is prepared to move to its assigned theater.

7. If these continual demands on the Army Air Forces are to be met in all cases, it will be impossible to build up

452.1 Alaska (50)

HEADQUARTERS—ARMY AIR FORCES — COORDINATION										
Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp	Budget	Statistics
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452.1 Alaska (50)

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[redacted] objective stating there are the major theater of operations for this country. It is felt that discussion of this type should not be made for other than staff objectives.

[redacted]
Lt. Colonel, Army Air Forces,
Assistant Chief of the Air Staff, Plans.

Hq. Army Air Forces
JUN 12 1942
AAG Received

File in 6/13/42

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

[redacted]	ARMY AIR FORCE	A. A. G.	A-1	A-2	[redacted]	PE	A-Supp.	Budget	Statistics

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DOD Dir. 5 Nov. & 20 June 1974
By [illegible] NC, Date 10-7-76

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Maj. Carter
72972/vrg
AFDRE B-4

~~SECRET~~
By Authority of
The Commanding General
Army Air Forces
AFDRE
Date Initials

June 1, 1942

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Transfer of 2 B-17 Airplanes to Alaska.

The Secretary of War directs:

I. That instructions substantially as follows be transmitted without delay by secret priority radiogram to the Commanding General, Second Air Force:

Confirming telephonic orders of CGAAF May 30 1942 comma it is desired that you issue immediate action orders without delay sending 2 B dash 17 type airplanes with full complement combat crews to Alaska period Planes and crews to be selected from 36th and/or 30[illegible] Bomb Groups and are to be fully prepared for combat period Disregard winterization period Contact Fourth Air Force direct regarding time and place that these 2 planes and crews are to come under control of Alaska period This is a permanent change of station period In lieu of subsistence a flat per diem of six dollars is authorized for travel by military aircraft for both officers and enlisted men in accordance with existing law and regulations period Charge cost as specified in 1942 A D Circular 117 and amended by W D Circular 128 period Report above selected personnel to Miscellaneous Division AGO by name grade and serial number period Report progress of planes to AAF Hq WDAC daily until destination reached

II. That the following be informed of the action taken in I, above:

Commanding General, Army Air Forces
Assistant Chief of Staff, Operations Division WDGS
AAF, Director of Personnel
AAF, Director of Reinforcement
Commanding General, Western Defense Command
Commanding General, Fourth Air Force

6 8/4

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GENERAL ARNOLD

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Air AG 452.1 Alaska (48)

Air AG 452.1 Alaska (48) SKS

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III. Concurrence:

Assistant Chief of Staff, Operations Division WDGS ( )

For the Commanding General, Army Air Forces:

Hq. Army Air Forces
AUG 3 1942
AAG Received

C. C. CHAUNCEY
Colonel, Army Air Forces
Acting Director of War Organization and Movement

MEMORANDUM FOR RECORD: The above action directed by the Deputy Chief of the Air Staff.

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DOD Dir. 5200.9 June 1974
By [illegible] NO. Date 1-7-76

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Col. Jones
Ext. 5238

SECRET

By Authority of
The Commanding General
of the Army Air Forces
DATE INITIALS

May 31, 1942.

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Transfer of 4 B-17E Airplanes and Crews to Alaska.

The Secretary of the General Staff directs:

I. That secret radio orders substantially as follows be dispatched immediately to the Commanding General, Second Air Force, Fort George Wright, Spokane, Washington:

"Four B-17E airplanes group command fully prepared for combat and duty in Alaska including full crews, weapons, communication etc., will be delivered at once to Geiger Field at which place they will be turned over to and come under the command of Commanding General Alaskan Defense Command for dispatch to Fairbanks, Alaska. This is a permanent change of station. This confirms telephone warning this date to Colonel Forrest. Commanding General, Western Defense Command is being notified and requested to advise General Buckner."

II. That the proper procurement authority be inserted in above message.

III. That the Commanding General, Western Defense Command be advised of the above and instructed to inform General Buckner, Alaskan Base Command that these planes and crews come under his command upon arrival at Geiger Field.

For the Commanding General, Army Air Forces:

G. C. BRANNER
Colonel, Air Corps
Acting Director, War Organization and Movement.

Copy for Gen. Arnold.

File
6/22/42

4152.1 Alaska (46)

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6 Jan 6 27 Dec 1974
By NARS, Date

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MEMORANDUM FOR RECORD: The above was directed by General Harmon and has received the coordination from the following offices: Assistant Chief of Staff, Operations Division, WDGS, A-4 and the Director of Reinforcement, Headquarters Army Air Forces.

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By [illegible] NCD Date 10-1-74

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452.1 Alaska (41)

Dispatched
APR 22 1942
AAG

April 22, 1942

MEMO FOR GENERAL STREET:

General Arnold has not committed any additional pursuit to General Emmons' command. Additional personnel will be made available in accordance with General Dewitt's request.

COORDINATION

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

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

AAF-30

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By [illegible], SC, Date 10-7-76

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JYY/mwb

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4852-1 Alaska (FF)

April 6, 1942.

MEMORANDUM FOR A-3 DIVISION:

1. General Strecbt of the Operations Section, War Dept. General Staff, called that a message had been received from General Buckner carrying the information that a squadron of P-39 airplanes had been or must be dispatched to Umnak Island, Alaska. General Buckner desires an additional P-40 Squadron to replace this unit.

2. Request that a study be made of the feasibility of complying with this request with a recommendation as to the action which should be taken by the Commanding General, Army Air Forces.

For the Chief of the Air Staff:

Dispatched
APR 7 1942
AAG

JOHN Y. YORK, Jr.,
Colonel, Air Corps,
Secretary, Air Staff.

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Per AG 452.1 Alaska

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DOD Dir. -
6 Jan. & 20 June 1979
By [illegible] NCD, Date 10-2-79

AFCAS

March 28, 1942

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Allotment of aircraft for Alaska

2 MED

Copy AG 452.1 Alaska (3-28-42)

X PRIMARY INTEREST

For the Commanding General, Army Air Forces:

H. H. ARNOLD,
Lieut. Gen., Air Corps,
Executive, Air Staff.

Encls: Ltr fr TAG to CG,West.
Def.Comd, dated 2/9/42,(subj: above)
w/ 4 indos., and copy of
ltr from CG West Def Comd
to CG Field Forces, dated
2/14/42, subj:Maintaining
Air units for Alaska Def.Comd.

Dispatched
MAR 21 1942

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AG

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

		A-2	A-3	A-4	A-WPD	A-Inc.	Exec.	

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OFFICE OF THE CHIEF OF THE AIR [illegible]

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DOD Dir. 5 par. A 3(j) June 1986
By [illegible], NARA, Date 10-2-96

ROUTING AND RECORD SHEET

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

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Tally No. _____

Subject: Allotment of Air Units and Airplanes to Alaska Defense Command.

NO.	FROM	TO	DATE	COMMENTS
1	Dir/War Org. & Movement (OPD mcj)	Ch/Air Staff	1942 3-17	1. Staff attention is invited to the attached correspondence, subject as above, which requires a Command decision not within the purview of the Director of Military Requirements. Determination of the air strength to be maintained in Alaska must be made or reiterated in view of the remarks of the CG, Western Defense Command. O.S.F. O.S.F. Col., A.C. Dir.W.O.& M.
				2Incl.Ltr AG452.1, (1-17-42)MSC-S,2-3-42, w/4 Ind.AG452.1 ADC (Air) Hq West.D.Command &4th Army 2-14-42 to CG Fld Forces,G.H.Q.

Hq. Army Air Forces
MAR 19 [illegible]
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Allotment of Air Units and Airplanes to Alaska Defense Command.

1 Dir/ War Org.Air & Move- ment (OSF:mcj) Ch/ Staff 1942 3-17

1. Staff attention is invited to the attached correspondence, subject as above, which requires a Command decision not within the purview of the Director of Military Requirements. Determination of the air strength to be maintained in Alaska must be made or reiterated in view of the remarks of the CG, Western Defense Command.

O.S.F.
Col., A.C.
Dir. W.O.&M.

2 Incl., Ltr AG 452.1, (1-17-42)MSC-G,2-3-42, w/4 Ind. &452.1 ADC (Air) Hq West.D.Command &4th Army 2-14-42 to CG Fld Forces, G.H.Q.

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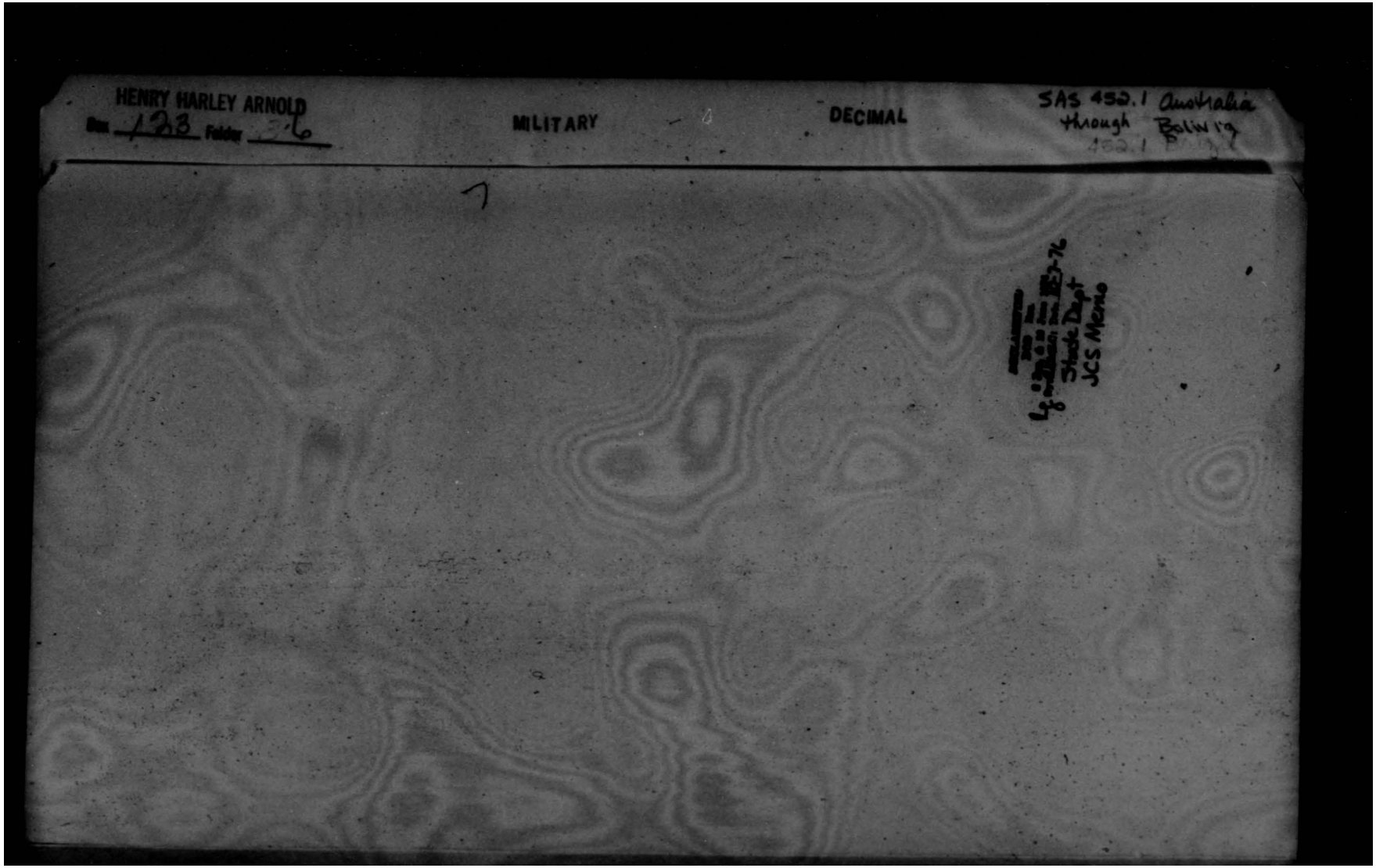

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DOD Dir. 5200.9 Sept 27 1979
By [illegible] NLD, Date 7-7-16

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BY AUTHORITY OF THE
CHIEF OF THE AIR STAFF
DATE INITIALS

Aircraft for the RAAF from Storage in the U.S.

Chief of the Air Staff

6 July 1945

1

AC/AS Plans

Maj Smithsmoe 74055

Attached letter requesting the RAAF representative to give consideration to accepting aircraft from storage in the United States in the same manner as the U. S. AAF is forwarded for General Baker's signature.

LAURIS NORSTAD,
Major General, U. S. A.,
Asst Chief of Air Staff, Plans.

Incl -
drft as abv

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aab 452.1 Australia (8)

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DOD Dir. 5 Jan. & 20 June 1974
By [illegible] NCI Date 6-7-77

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SECRET
AFAEM-AG AUTHORITY OF THE
CG Services of Supply ARMY AIR FORCES
74055
wtm: 6 Jul 45
DATE INITIALS

11 JUL 1945

Air Marshal R. Williams
Royal Australian Air Force Representative
1609 Munitions Building
Washington 25, D. C.

Dear Air Marshal Williams:

Since writing you on 12 June 1945 regarding acceptance of aircraft from U. S. Army Air Forces stocks in ETO and MTO, I have found that there will be sufficient aircraft, new or used, in good condition, in storage in the United States to fulfill your requirements for the period 1 July 1945-31 December 1945.

I would appreciate your giving consideration to accepting aircraft from storage in the United States in the same manner as the U. S. Army Air Forces.

Yours sincerely,

[signature]

IRA C. EAKER,
Lieutenant General, U. S. A.,
Deputy Commander, Army Air Forces.

DISPATCHED
11 JUL 1945

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COPY TO: Office of Signature

452.1 Aust (9)

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9 Jan. & 30 June 1974
By [illegible] NCI Date 31-76

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AAF Proposed Aircraft Allocations to RAAF

JUN 9 1945

Chief of Air Staff

1

AC/AS, Plans

Lt Col Burgoyne/ms/71178

1. Forwarded for signature is proposed letter to Air Marshal Williams, RAAF representative regarding aircraft allocations to the RAAF during the period 1 July 1945 - 31 December 1945. The attached letter has been coordinated with AC/AS, OCAR and AC/AS, M&S.

2. It is believed that if the RAAF can accept delivery of the types they are to receive from us in the next six months in Europe, a considerable quantity of "back-hauling" can be avoided and, in addition, reduce the necessity of processing through our west coast ports approximately 500 fighters.

Signed

LAURIS NORSTAD
Brigadier General, U.S.A.
Asst Chief of Air Staff, Plans

Incl: draft as abv

SAS 452.1 Australia (5)

Return to Air A. G.
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SPSHS7.1 Australia (5)

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By dlw, NARA, Date 10-1-96

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Wm S Jun 45
Lt Col Burgoyne/ws/71178
AFAEF-40

12 JUN 1945

Air Marshal R. Williams
R.A.A.F. Representative
Munitions Building
Washington, D. C.

Dear Air Marshal Williams:

The Army Air Forces' proposals for aircraft allocations during the period 1 July 1945 - 31 December 1945 have been submitted to the U.S. Chiefs of Staff, and it is expected that programs approved by the U.S. Chiefs will be forwarded shortly to the British Chiefs of Staff.

Included in the A.A.F. recommendations for the R.A.A.F. are types of aircraft that will be available from the U.S.A.A.F. stocks in the European and Mediterranean Theaters of operations. These aircraft will be the same as the aircraft being redeployed by the U.S.A.A.F. to the Pacific Theaters of War, i.e., current models, new or in good condition.

In the interest of economy of shipping and the necessity for keeping U.S. west coast ports from becoming taxed beyond their capacity, it is desirable that as many as possible of these aircraft allocated be delivered to your country from A.A.F. stocks in the European and Mediterranean Theaters.

I would appreciate your advising us as to the possibility of our effecting aircraft deliveries to your representatives in the European and Mediterranean Theaters and as to what numbers and types we might expect to be able to deliver in this fashion.

Sincerely yours,

C. C. Chauncey
Maj Gen, USA

KEN S. WAKEFIELD
for Lieutenant General, United States Army
Deputy Commander, Army Air Forces

RECEIVED
12 JUN 1945
AFSAC

2 A/S

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SAS 467.1 Australia (8)

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DOD Dirs.
E Sec. 3 of 20 June 1974
By [illegible] NARS, Date 10-7-76

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2/98.

AFAEP-40
Captain Rutter;fb;74095
wdn. 1 May 1945

MAY 18 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

SUBJECT: Australian Aircraft Requirements July - December 1945.

1. Attached Tab "A" contains data showing:

a. RAAF squadrons with U.S. equipment on hand and estimated aircraft inventories in theatre 1 July 1945 (column 2).

b. AAF computations of requirements to support above units on hand 1 July 1945 during subject period (column 3).

c. RAAF requests for squadron build up July - December 1945 (column 4).

d. AAF computations of requirements to support program requested by RAAF (column 5).

e. AC/AS, Plans recommendation (column 6).

2. Recommended allocations are based on:

a. Approval of all aircraft requests by RAAF with the exception of the six R-5 helicopters. The RAAF request in each case is lower than AAF computed requirements on their proposed programs using AAF planning factors in AAF Letter 150-2.

b. The RAAF program for July - December 1945 include the following build-ups over their January - July 1945 approved program.

(1) One B-24 Squadron and 5 OTU U.E. increase.

(2) Increase the B-25 Squadron's U.E. from 18 to 20.

(3) Convert 5 more P-40 Squadrons to P-51's and increase OTU U.E. 49 aircraft.

(4) Increase the 6 C-47 Squadron's U.E. from 12 to 16. The RAAF C-47 Squadrons have been operating on a 16 U.E. basis.

c. The Commanding General, Far East Air Force, concurs in the increase of one B-24 squadron and the conversion of five more P-40 squadrons to P-51's, but stated the latter should not interfere with the AAF P-51 program.

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8 Jan. 1980 June 197
By: NC: Date

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ACTION RECOMMENDED

It is recommended that column 6 of Tab "A" be approved as a basis for the submission of a memorandum by the Commanding General, Army Air Forces, to the Joint Chiefs of Staff setting forth the proposed allocations to the RAAF for the period July - December 1945, this allocation not to be affected by termination of hostilities in Europe.

Signed

LAURIS NORSTAD
Brigadier General, U.S.A.,
Assistant Chief of Air Staff, Plans.

1 Incl.
Tab "A"

Approved Signed

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

15 MAY 1945

DISPATCHED
16 MAY 1945
AFOA-c

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8 Jan. & 20 June 1974
By: [illegible] LC; Date 10-7-74

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AUSTRALIAN AIRCRAFT REQUIREMENTS JULY-DECEMBER 1945

1	2	3	4	5	6	7
	1 July 1945 RAAF WAR ESTABLISHMENT	AAF CONSTRUCTION OF REQUIREMENTS TO SUPPORT US/UK OPERATIONS AS AGREED 1 JULY 45	JULY-DEC.1945 RAAF REQUIRED	AAF CONSTRUCTION OF REQUIREMENTS TO SUPPORT RAAF REQUESTED PROGRAM	JULY-DEC.'45 AAF/AS PLANS RECOMMENDED	JULY-DEC.'45 O/AS RECEIVED
	US A/C	US A/C	US A/C	US A/C	US A/C	US A/C
A-24	9 203	140	10 90	220	10 90	- -
A-25	1 28	17	1 12	22	1 12	
A-31	5 164	92	10 215	454	10 215	
A-33	6 55	7	6 22	48	6 22	
A-35	- -	-	- (no details available)		- -	

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DOD Rtrs.
8 Jan. & 30 June 1974
By chr dec. JC Date 6-7-76

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4572/1 Amst

To: Munitions Assignment Board
Attention: Executive Officer
Combined Chiefs of Staff Building
Washington, D. C.

From: CG AAF Date 9 Dec. 44 Comment 2. JSC/sg 6752

Forwarded to your office as per telephone conversations with the Munitions Assignment Board, Air, (Major Parker) and Colonel Maddux, Operations Division, War Department General Staff.

For the Commanding General, Army Air Forces:

Signed

J. S. CHAPMAN
Major, Air Corps
Asst. Secretary of Air Staff

1 Incl.
n/c

DECLASSIFIED
10 DEC 1944
~~CONFIDENTIAL~~

File

Sec/Mil Staff, 10 Amst (2)

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DEPARTMENT OF STATE

WASHINGTON

In reply refer to PC/L

DECLASSIFIED Date: December 1, 1944

~~CONFIDENTIAL~~

MEMORANDUM

TO: Colonel H. R. Maddux,
Chief, Liaison Section, Operations Division,
War Department General Staff,
Room 3-E-839, Pentagon Building

FROM: Frederick B. Lyon, Chief, Division of Foreign Activity Correlation.

SUBJECT: Number of Liberator aircraft assigned Qantas Airways, Australia, for operation from Ceylon to Perth.

The Department will greatly appreciate being informed of the number of Liberator aircraft which have been assigned to the Qantas Airways in Australia for operation from Ceylon to Perth. It has been suggested that if this information is not available to the Munitions Assignments Committee (Air), an investigation be initiated through the London Munitions Assignments Board as to the factors which prompted the assignment or loan of aircraft for the foregoing operation.

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DOD dir
5 tan. & 30 June 1972
By [illegible] NARS, Date [illegible]

~~CONFIDENTIAL~~

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AFSAS
JGL/mkm/5789
Wrtn 26 Oct 44

28 OCT 1944

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR:

Subject: Return of C-47's from Southwest Pacific

1. Referring to your memorandum on the above subject, dated 18 October 1944, action has been taken to return fifty C-47's from the Southwest Pacific to be turned over to the Air Transport Command upon arrival.

2. We can then release, either for sale to the airlines or to others, thirty-five C-48 airplanes and three DC-5 airplanes. This would return all of the DC-3 type aircraft which the Army procured from the airlines as a result of the Presidential directive.

For the Commanding General, Army Air Forces:

Signed

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

SAS 452.1 Austr.

CONFIDENTIAL
28 OCT 1944
AAG

10/28/44

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COPY FOR SECRETARY, AIR STAFF

SAS 452.1 Austr. (3)

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DOD Dir. 5200.9
8 Jan. & 30 June 1974
By Alafee NCD Date 10-1-76

DECLASSIFIED

26 OCT 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Return of C-47's from Southwest Pacific

1. Reference is made to memorandum from the Assistant Secretary of War for Air to the Commanding General, Army Air Forces dated 18 October 1944 and memorandum from the Commanding General, Air Transport Command, to General Arnold dated 23 October 1944, both of which are attached.

2. Action has been taken to return fifty C-47's from the Southwest Pacific to be turned over to the Air Transport Command upon arrival. This will permit release of C-49 and DC-3 airplanes as recommended by General George.

Signed

WILLIAM F. McKEE
Colonel, G.S.C.
Deputy, Asst. Chief of Air Staff
Operations, Commitments & Requirements

2 Attachments
Att 1. Memo for Gen Arnold, 23 Oct 44, subj "Return of C-47s from Southwest Pacific"
Att 2. Memo for CG, AAF, 18 Oct 44, fr ASW

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Ltr 452.1 Asst. (3)

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DOD Dir.
6 Jan. & 30 June 1974
By [illegible] NC, Date 11-7-74

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COPY

ARMY AIR FORCES
HEADQUARTERS AIR TRANSPORT COMMAND
WASHINGTON

23 OCT 1944

MEMORANDUM FOR GENERAL H. H. ARNOLD.
Thru: Asst. Chief of Air Staff, OC&R, General Craig.

Subject: Return of C-47s from Southwest Pacific

1. Referring to the attached memorandum to you from the Assistant Secretary of War for Air, I wish to recommend that 50 of the C-47s now in the Australian Theater be returned to the United States and that these airplanes be turned over to the Air Transport Command upon arrival; that we then release, either for sale to the airlines or to others, 35 C-49 aircraft and 3 DC-3 airplanes. This would return all of the DC-3 type aircraft which the Army procured from the airlines as a result of the Presidential directive.

/s/ C. R. Smith
Major General, USA
Deputy Commander

for H. L. GEORGE,
Major General, USA,
Commanding.

Incl -
Memo to CG AAF fr ASWA
dtd 18 Oct 1944

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DOD Dirs.
8 Jan. & 20 June 1984
By [illegible] NSC, Date 10-3-94

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WAR DEPARTMENT
THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D.C.

18 October 1944

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

1. I understand that there are a number of C-47's in the Australian Theater which will be declared excess by 31 October 1944 because of replacements by C-46's. Apparently a number of these airplanes have been used for a low number of hours and are in good condition.

2. Undoubtedly, it will eventually be necessary to declare a large number of combat and trainer types as excess in the theaters. However, the release of large quantities of transport aircraft in the theaters for distribution by the FEA xxxx or any other agency is open to question.

3. In addition, if the particular airplanes mentioned above could be returned to the United States, it would give the Army an opportunity to release other DC-3 models to foreign or domestic airlines and to standardize on the C-47. If these airplanes are not to be reassigned to further military operations and can readily be put in goodenough condition to make the trip back to the United States, I believe consideration should be given to returning them to this country.

/s/ Robert A. Lovett

ROBERT A. LOVETT
Assistant Secretary of War for Air

Note:
10/18/44
Gen. George — Give me the correct info re above
HHA

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DOD Dir.
By [illegible] NCI Date [illegible]

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AFSAS
JGL/mkm/5769
Wrtn 25 Oct 44

28 OCT 1944

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR:

Subject: Return of C-47's from Southwest Pacific

1. Referring to your memorandum on the above subject, dated 18 October 1944, action has been taken to return fifty C-47's from the Southwest Pacific to be turned over to the Air Transport Command upon arrival.

2. We can then release, either for sale to the airlines or to others, thirty-five C-49 airplanes and three DC-5 airplanes. This would return all of the DC-3 type aircraft which the Army procured from the airlines as a result of the Presidential directive.

For the Commanding General, Army Air Forces:

Signed

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

[illegible]
28 OCT 1944
AAG

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~~CONFIDENTIAL~~ 452.1 Gen. (3)

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DOD Dirs. 5 Jan & 20 June 1974
By [illegible] NC Date 10-3-74

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AFAEP
RMS:mmo
74055
WDC: 5 June 1944

5 June 1944

Group Captain F. W. Thomas
Royal Australian Air Force Representative
Munitions Building
Washington 25, D. C.

Dear Group Captain Thomas:

In reply to your letter of 2 June 1944, you may be sure that your request for fighter aircraft will be given every consideration.

In order that we may have full information it is requested that you complete the inclosed forms and return them to this Office at your earliest convenience.

Sincerely yours,

(S) 5 June 44

G. E. JAMISON,
Brigadier General, U. S. A.,
Chief, Logistical Plans Division,
AC/AS Plans.

Incl

(For cpys of other inclosures and prev corresp see Central Files or Divisional File cpys)

SC-839

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SAS 452.1 Australia (2)

SAS 452.1 Australia (2)

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DoD Dirs.
8 Jan 76 pp 30 June 1974
By _____ LC; Date _____

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COPY

COMMONWEALTH OF AUSTRALIA

Royal Australian Air Force Representative
Munitions Building
Constitution Avenue
Washington 25, D. C.

In reply quote 2/AIR-257A

2nd June, 1944

Brigadier General C. S. Jamison
U. S. Army Air Forces,
Room 4E - 156 Pentagon Bldg.
Washington, D. C.

Fighter Aircraft for Royal Australian Air Force

Further to my telephone communication to you yesterday, I am now enclosing, for your information, two copies of a letter forwarded to the Secretary, Munitions Assignment Committee (Air) concerning an increased allocation to the Royal Australian Air Force in Kittyhawk aircraft to the end of 1944 and Mustang aircraft to the end of June 1945. This has been brought about by the increased operational effort now required by the Allied Air Force Commanders.

(S)
F. W. THOMAS
Group Captain
for Air Marshal
R.A.A.F. Representative

FWT:HLP

Encls.

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JCS Memo
8 Jan. 1975
By _____ LC; Date 10-2-76

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SDS 452.1 Australia

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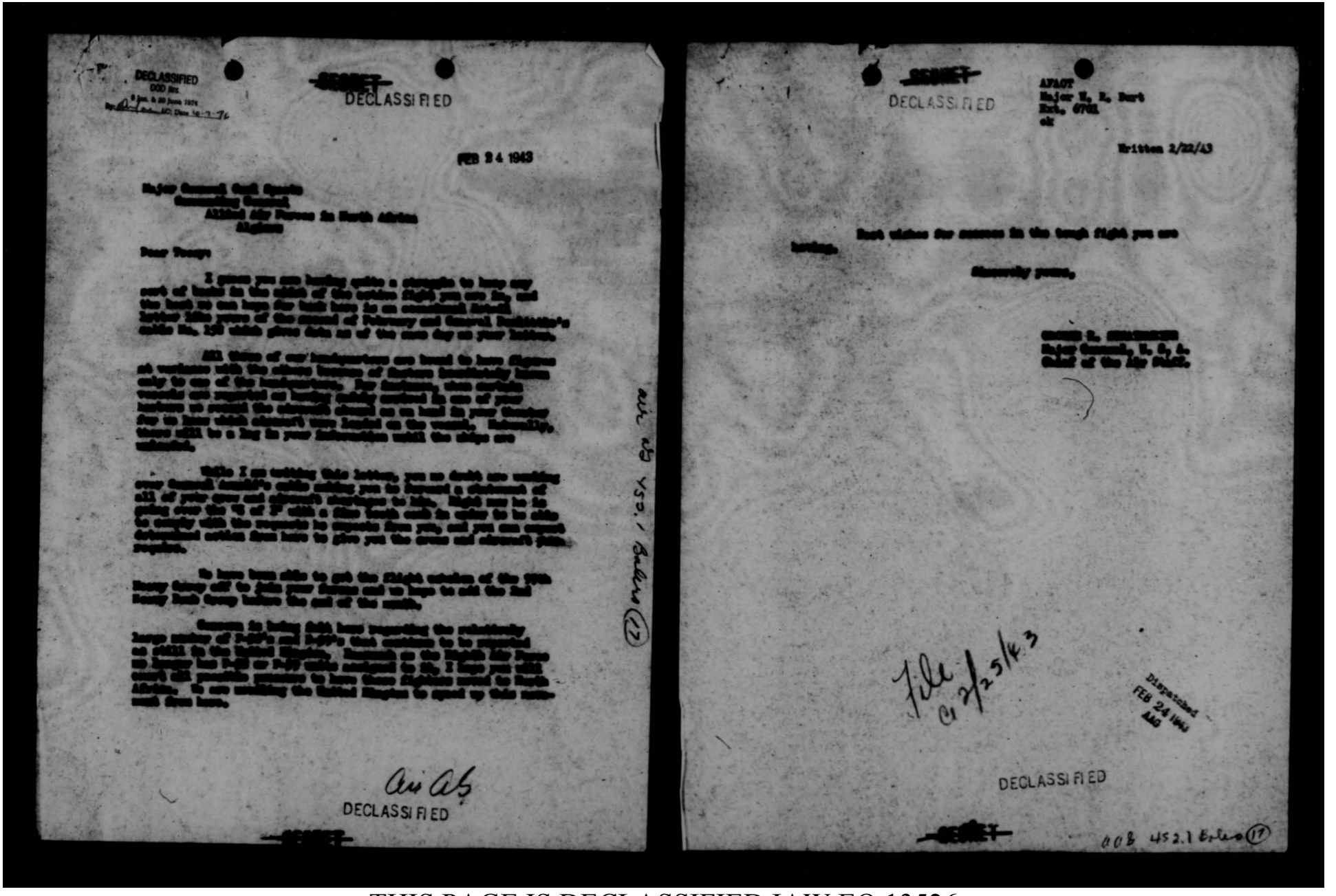

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DOD Dir.
5 Jan. & 30 June 1974
By [illegible] NSC Date 14-3-76

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DECLASSIFIED

FEB 24 1943

[illegible]
Assistant Chief of Air Staff
A3 [illegible]
Allied Air Forces in North Africa
Algiers

Dear Tooey:

I guess you are having quite a struggle to keep any track of hand in the midst of the various fights you are in, and the load on your back must be a considerable handful. Inclosed [illegible] pieces of the record of Attorney and Counsel Publishers's Order No. 138 which gives data as of the same day as your letter.

All three of our headquarters are head to head [illegible] in accordance with the ultimate training of Airborne Divisionally Troops only to one of the headquarters, for assignment, as soon as [illegible] received and organized and having qualified in one of your [illegible] to prevent the ultimate disposal as we head in your training [illegible] to have which eventually were located at the outside, Tuesday, [illegible] to a key in your headquarters until the ships are [illegible].

While I am writing this letter, you no doubt are reading [illegible] of your press and generally [illegible] of life. Right now it is [illegible] over the 4th of July. This finds with the order to be able to comply with the requests to operate from [illegible] and you can [illegible] additional [illegible] have to give you the [illegible] and [illegible] requests.

We have been able to get the flight [illegible] of the 97th Bomb Group off to [illegible] and to keep to and the 2nd Bomb Group [illegible] the end of the month.

[illegible] is being [illegible] regarding the [illegible] large number of [illegible] and flight, each [illegible] to be prepared as of [illegible] by the [illegible] Squadron, to be [illegible] for [illegible] [illegible] of 1 July [illegible] to be [illegible] [illegible] [illegible]

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HEADQUARTERS ALLIED AIR FORCE

2 February 1943

Maj.-Gen. George E. Stratemeyer,
Chief of the Air Staff,
Washington, D. C.

Dear Strat,

With reference to your cables Nos. 1638 and 1382, I am tabulating below our aircraft status for purposes of clarification:

	In Units	In Depots Under Repair	Total	Required for T/O Strength
P-38's (3 Groups)	82	24	106	240*
P-4's (2 Squadrons)	20	2	22	36
P-39's (2 [illegible] Groups plus [illegible] Group)	106	5	111	184
P-40's (2 [illegible] plus Lightning Sq.)	125	21	146	185
A-20's (1 Group plus 1 Sq plus Oboe Group requirements)	56	10	66	94
B-25's (1 Group)	39	4	43	57
B-26's (3 Groups)	77	3	80	171
B-17's (2 Groups plus 1 Sq from 9th AF, plus Photo Sq)	91	27	118	81
Transports	152	7	159	156

(*This includes bringing 14th Group to 3-Squadron strength)

The above is the status as of February 2, 1943.

DECLASSIFIED
JCS Memo
2 Jan. 1976
By [illegible], LC; Date 10-2-76

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(EQUALS BRITISH MOST SECRET)

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The number in depots under repair is lower than would obtain if adequate transportation were available to move airplanes from the forward airdromes to the depots. This is indicated by the following figures:

Total serviceable combat aircraft in P-38 units	51
" " " " " P-40 units	64
" " " " " P-39 units	60
" " " " " H.B. units	34

It can be anticipated that not more than 50% of the total overall strength of airplanes in a theatre of this kind will be serviceable for operation. This includes those in units and in depots. At least 20% of the total aircraft assigned will be continuously in depots for repair. It is apparent therefore that in order to maintain units at full combat strength, which will include those serviceable and those which can be made serviceable within a reasonable time (1 to 2 days), it is essential to provide for those undergoing overhaul in depots, for training replacement pilots, as well as a replacement pool to insure prompt dispatch of planes and pilots to meet casualties. For each active combat unit engaged against the enemy at least 50% additional strength above T/O strength must be available in the theatre.

I am highly gratified to note shipments as scheduled in your 1638, which should go far to correcting fighter situation if major portion reach this theatre as scheduled.

The Heavy Bomber situation is excellent in so far as numbers of airplanes are concerned. The low percentages in commission at this time are due to many motor changes required by operations from sandy airfields. This condition is being corrected as rapidly as possible. No more replacement B-17's are being retained here for the present, but are being dispatched to the U.K. upon arrival.

The intensity of air action will be on an ascending scale. February 1st combat operations included 275 sorties, resulting in the loss of one B-17, three P-40's, one P-38 by enemy action, and in addition one B-17 and several fighters badly damaged, in which the crews were saved. Enemy losses included 12 destroyed, 4 probables, and 9 damaged. Our losses increase whenever there are enemy attacks on our airdromes. General overall losses from all causes will be at least three times the losses reported as destroyed or missing on missions.

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I started to send this by cable, but for security reasons, in view of the information contained, decided that it should go by courier. Will write you a long letter soon.

Sincerely yours,

Tooey

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

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(EQUALS BRITISH ~~MOST SECRET~~)

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HEADQUARTERS ALLIED AIR FORCE

DECLASSIFIED
JCS Memo
3 Jan. 1975
By [illegible], LG; Date 10/4/96

2 February 1943

Maj.-Gen. George E. Stratemeyer,
Chief of the Air Staff,
Washington, D. C.

Dear Strat,

With reference to your cables Nos. 1698 and 1699, I am tabulating below our aircraft status for purposes of clarification:

	In Hand	In Depots	Required for 100% Strength
P-38's (3 Groups)	82	24	141
P-40's (2 Squadrons)	20	2	36
P-39's (2 Fir Groups plus Ghem Group)	106	5	131
P-40's (2 Groups plus LaFayette Sq.)	125	21	146
A-20's (1 Group plus 1 Sq plus Ghem Group requirements)	56	10	66
B-25's (1 Group)	39	4	43
B-26's (3 Groups)	77	3	83
B-17's (2 Groups plus 1 Sq from 9th AF, plus Photo Sq)	91	27	118
Transports	152	7	159

(*This includes bringing 14th Group to 3-Squadron strength)

The above is the status as of February 2, 1943.

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The number in depots under repair is lower than would obtain if adequate transportation were available to move airplanes from the forward airdromes to the depots. This is indicated by the following figures:

Total serviceable combat aircraft in P-38 units	51
" " " " " P-40 units	64
" " " " " P-39 units	60
" " " " " R.A. units	34

It can be anticipated that not more than 50% of the total overall strength of airplanes in a theatre of this kind will be serviceable for operations. This includes those in units and in depots. At least 20% of the total aircraft assigned will be continuously in depots for repair. It is apparent therefore that in order to maintain units at full combat strength, which will include those serviceable and those which can be made serviceable within a reasonable time (1 to 2 days), it is essential to provide for those undergoing overhaul in depots, for training replacement pilots, as well as a replacement pool to insure prompt dispatch of planes and pilots to meet operations. For each active combat unit engaged against the enemy at least 50% additional strength above T/O strength must be available in the theatre.

I am highly gratified to note shipments as scheduled in June 1436, which should go far to correcting fighter situation if major portion reach this theatre as scheduled.

The Heavy Bomber situation is excellent in so far as numbers of airplanes are concerned. The low percentages in commission at this time are due to many motor changes required by operations from sandy airfields. This condition is being corrected as rapidly as possible. No more replacement B-17's are being retained here for the present, but are being dispatched to the U.K. upon arrival.

The intensity of air action will be on an ascending scale. February 1st combat operations included 275 sorties, resulting in the loss of one B-17, three P-40's, one P-38 by enemy action, and in addition one B-17 and several fighters badly damaged, in which the crews were saved. Enemy losses included 12 destroyed, 4 probables, and 9 damaged. Our losses increase whenever there are enemy attacks on our airdromes. General overall losses from all causes will be at least three times the losses reported as destroyed or missing on missions.

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aur 8/4/21 Ballard

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(FOLLOWS BRITISH ~~SECRET~~)

I thought to send this by cable, but the covering correspondence in view of the information contained, decided that it should go by courier. Will cable you a long history soon.

Sincerely yours,

[redacted]
Major General, U.S.A.

-3-

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DOD Dirs.
8 Jan. & 30 June 1954
By [illegible] NC Date 12-7-76

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Letter from Gen. Spaatz reference Cables Nos. 1638 and 1382.

General Harper, Assistant Chief of Air Staff, A-3 Feb. 14, 1943

General Stratemeyer 1

GHS/hd

1. Your attention is invited to the attached letter from Major General Carl Spaatz in which he refers to our cables Nos. 1638 and 1382.

2. It is desired that a reply be prepared for my signature as expeditiously as possible giving him a full picture of what we intend to send him in both airplanes and crews to include the 28th of February. Also put in a paragraph of what we expect to send him during the month of March.

3. Call his attention to the fact that he gets the 99th Bombardment Group Heavy and the 2nd Bombardment Group Heavy.

4. Also be sure to call his attention to the fact that all the P-38's from U.K. are to come to him and that he should take steps to get them into his theater. There are also a large number of P-39's still in U.K. that belong to him which he should get down to his theater.

Incl:
Ltr to Gen. Stratemeyer fr
Gen. Spaatz dtd 2-2-43

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

Dispatched
Feb 15 1943
AAG

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~~SECRET~~

Miss Ingram
Ans Ab 052 - 1 Feb 43

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DOD ltrs.
8 Jan. & 20 June 1974
By: [illegible] NC, Date 10-7-76

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

FEB 21 1943

MEMORANDUM FOR: Brigadier General T. J. Hanley, Jr.
Deputy Chief of the Air Staff.

1. Reference Paragraph #5, basic communication, action had been taken by this Directorate prior to the receipt of this cable to advise the Second Air Force to take corrective action in regard to their training deficiencies. Since receipt of this cable, they have again been contacted on this subject. They have also been advised of the deficiencies in the equipment for which they are responsible.

2. No cognizance is taken of Paragraph #3a basic communication.

FEB 21 '43 AM

RECEIVED
Assistant General

E. L. EUBANK,
Brig. Gen., U. S. A.,
Director of Bombardment.

AG 452.1 Bolero (1)

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AG 452.1 Bolero (16)

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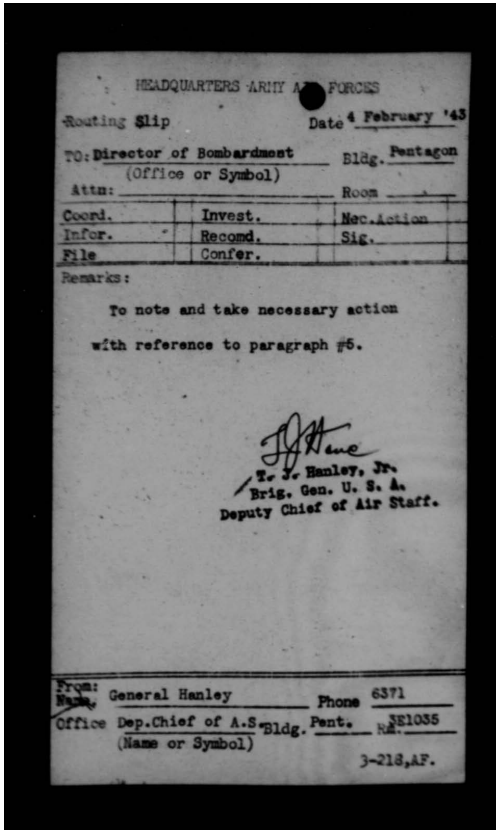

HEADQUARTERS ARMY AIR FORCES

Routing Slip

Date 4 February '43

TO: Director of Bombardment (Office or Symbol) Bldg. Pentagon

Attn: Room

Coord.	Invest.	Nec.Action
Infor.	Recomd.	Sig.
File	Confer.	

Remarks:

To note and take necessary action with reference to paragraph #5.

T. J. Hanley, Jr.
Brig. Gen. U. S. A.
Deputy Chief of Air Staff.

From: Name General Hanley Phone 6371

Office Dep.Chief of A.S. (Name or Symbol) Bldg. Pent. Rm. 2E1035

3-218,AF.

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ADDRESS REPLY TO:
ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND
WASHINGTON, D. C.

DECLASSIFIED
DOD dir. 5 Jan. & 30 June 1974
By [illegible] NG Date 12-7-76

ARMY AIR FORCES
HEADQUARTERS, AIR TRANSPORT COMMAND
WASHINGTON

February 2, 1943.

SUBJECT: Complaint concerning equipment and personnel of B-17's ferried to U. K.

TO: Brig. Gen. T. J. Hanley, U.S.A., Rm 3E1031, Pentagon Building.

1. This refers to Radio #6042 dated Jan 18 from Gen. Spaatz for Gen. Arnold.

2. Investigation reveals no definite information as to whether the B-17-F's delivered to U. K. were manned by Air Transport Command crews or by tactical crews. Radio request for information from CG 8th Air Force as to serial numbers of aircraft referred to General Spaatz' radio remains unanswered.

3. It is believed that these airplanes must have been delivered by crews furnished by some organization other than ATC, for the following reasons:

a. All our radio operators and navigators are well trained and investigation through commanders of ATC crews delivering airplanes to U. K. indicates entire satisfaction with the work of such radio operators and navigators.

b. Inquiry addressed to navigators of all ATC crews concerned reveals no complaints as to proper charts or accurate sextants.

c. Standard procedure of our Ferrying Division is to provide 200 rounds of ammunition per gun on all such ferried aircraft.

4. We have not required our crews to carry escape kits. When we receive information as to items included from the M.I.S., we will take immediate steps to provide such kit for each crew member. However, we are advised that kits are not now available to us.

5. It is suggested that action copy of the cable from General Spaatz be referred to other agencies dispatching B-17's with tactical crews to Africa U. K.

By command of Major General GEORGE:

HAROLD R. HARRIS,
Colonel, G.S.C.,
Acting Chief of Staff.

FOR VICTORY BUY UNITED STATES WAR SAVINGS BONDS AND STAMPS

~~CONFIDENTIAL~~ DECLASSIFIED
AR 380-5 2.1 Boxes (10)

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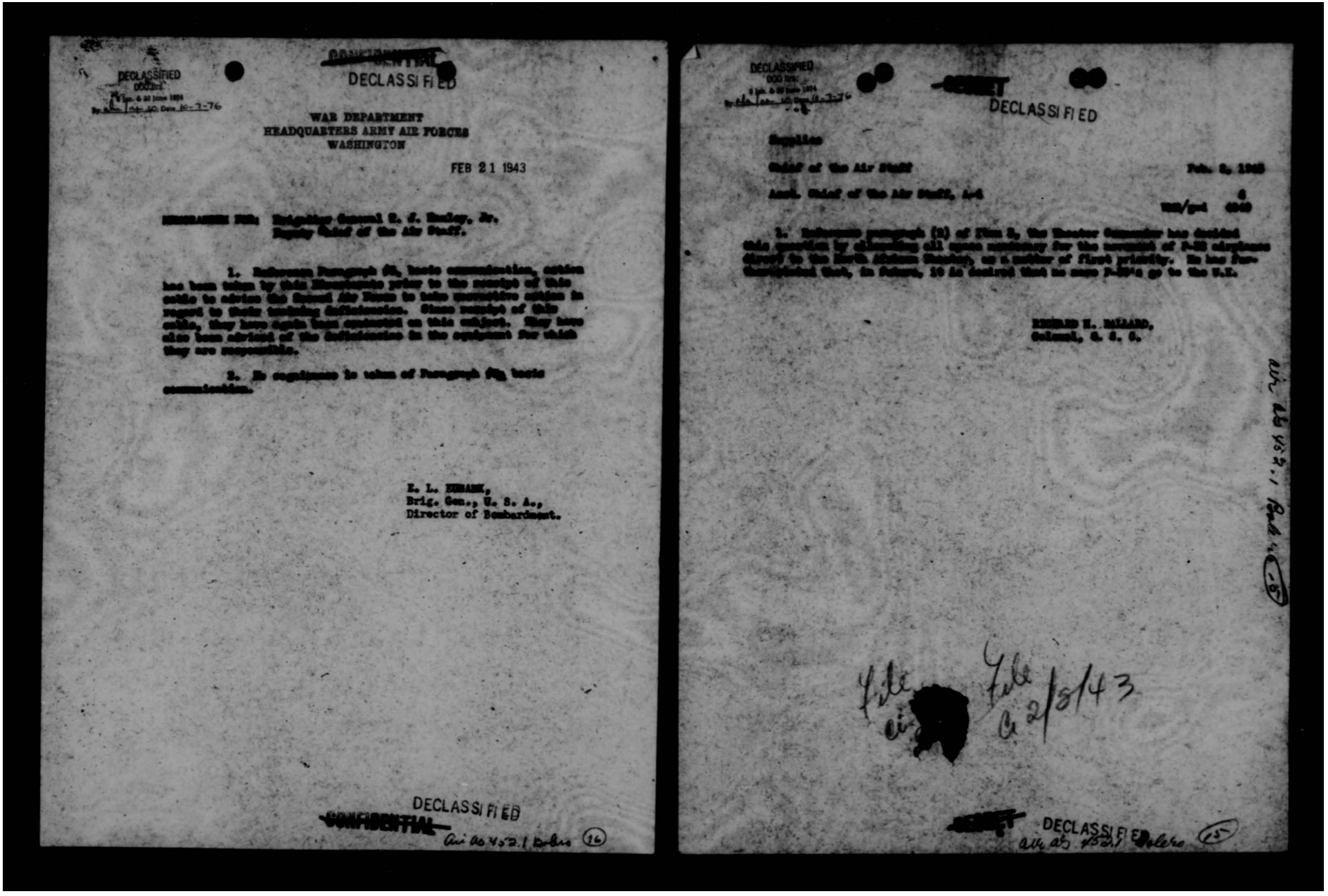

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DOD Dir. 5 200.10 June 1974
By [illegible] NARA, Date 10-7-76

~~CONFIDENTIAL~~
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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

FEB 21 1943

MEMORANDUM FOR: Brigadier General E. J. Hanley, Jr.
Deputy Chief of the Air Staff.

1. Reference Paragraph 6b, basic communication, action has been taken by this Headquarters prior to the receipt of this cable to advise the Second Air Force to take preventive action in regard to their training deficiencies. Since receipt of this cable, they have again been contacted on this subject. They have also been advised of the deficiencies in the equipment for which they are responsible.

2. No suggestions to whom of Paragraph 6b, basic communication.

E. L. EUBANK,
Brig. Gen., U. S. A.,
Director of Bombardment.

DECLASSIFIED
~~CONFIDENTIAL~~
Air AG 452.1 Bolero (16)

DECLASSIFIED
DOD Dir. 5 200.10 June 1974
By [illegible] NARA, Date 10-7-76

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Supplies

Chief of the Air Staff Feb. 8, 1943

Asst. Chief of the Air Staff, A-4

WDS/pvt 4040

1. Reference paragraph (2) of Item 8, the Theater Commander has decided this question by allocating all spare aircraft for the movement of P-38 airplanes already in the North African Theater, as a matter of first priority. He has further indicated that, in future, it is desired that no more P-38's go to the U.K.

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

Air AG 452.1 Bolero (-5)

file air file C 2/8/43

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air AG 452.1 Bolero (25)

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DOD Dir.
9 Jun. & 30 June 1974
By chs/as 10-Oct-76

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Supplies.

General Strutemeyer. 1/14/43

Asst. Chief of Air Staff, A-4. 2
WAR/gmd 4040

1. This Headquarters wired the theatre commander on December 19, informing him that all fighter airplanes that arrived in Bermuda on or before January 1, 1943, could be shipped to the U.K., erected, and ready to the U.K. for flight delivery to the theatre by February 1, and that subsequent shipments for the 12th Air Force could be made direct to the theatre to arrive in the theatre for erection approximately March 10. Based on these estimates of time, his decision was requested as to whether to continue to ship to the U.K. after January 1, or to ship direct to the theatre. His reply, received on December 22, was to the effect that all aircraft, arriving at the Port of Embarkation subsequent to January 1, were to be shipped direct to the theatre.

2. With particular reference to P-38's, this can be done. There are six tankers included in the WSS-5 convoy, and tankers of a type prepared for deck-loading P-38's have been requested. These tankers will take all of the P-38's which are ready for shipment by the time this convoy sails. Due to the fact that the theatre made no allocation of space for erected airplanes in the WSS-5 convoy, a wire has been sent to the theatre, requesting an allocation of space for approximately 115 erected P-38's and P-40's, displacing some other cargo on this convoy, or instructions to ship to the U.K. for erection and flight delivery.

3. All of the cables mentioned have been coordinated with Operations Division of the General Staff and Operational Plans and A-3 Division of the Air Staff.

4. With reference to paragraph 3 of Item 1, this office has checked and is not aware of any order to the effect that airplanes would not longer be flown to Africa from the U.K. However, this order may have been issued by General Doolittle or General Spaatz in the theatre.

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

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DOD Dir. 5200.9, Sept. 27, 1979
By [illegible], Date 10-7-76

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Supplies

(1) Air Adjutant General
(2) A-4
Chief of the Air Staff

1-19-43

WDH:FT . 5246

(1) For dispatch of letter signed by General Stratemeyer.

(2) For determination as to whether or not the theatre has issued orders as mentioned in paragraph 4, Item #2.

1 Encl.
N/C

WILLIAM H. HALL,
Colonel, G. S. C.

Letter dispatched
1/20/43
A. L. 1/20/43

AG 452.1 Bolero (15)

File
A 1/20/43

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AG 452.1 Bolero (15)

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By alw, NARA, Date 10-1-76

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Supplies

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GRE:ml
1-15-43
1

Asst Chief of Air Staff, A-4

General Stratemeyer.

1. I have been informed this date that some officer from this headquarters has informed Mr. Conway of the Maritime Commission that P-38 airplanes would no longer be shipped to U.K. as deck loads. Who issued such an order and why?

2. I have also been informed by General Frank, Commanding General, Air Service Command, that as a result of an inspection that he made yesterday of the entire waterfront, New York, that he can obtain plenty of space to ship anything to U.K., if the equipment is sent to Newark. It is presumed that he will do this through coordination with General Groninger.

3. We all know that P-38 airplanes are needed in North Africa. General Frank informed me this date that there had been an order issued that airplanes would no longer be flown from U.K. to Africa. Why was such an order issued in view of the fact that arrangements can be made to deck load P-38's to U.K. and then fly them to North Africa?

4. It is desired that you take the necessary action to coordinate and issue the necessary instructions to solve the problems presented in the above paragraphs.

Dispatched
JAN 15 1943
AAG

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

Air Ops 452.1 Italy

1 Ltr
C 1/6/43

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DOD Dir. 5 Nov. & 20 June 1974
By ltr fr OCAF 10 Dec 75

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Replacement of the A-31 (V-72) Airplane.

Assistant Chief of Air Staff, A-3. 2-1-43

Deputy Chief of the Air Staff. 410

TJH/cmm/5371

1. The Chief of the Air Staff has approved the allocation of one hundred (100) A-31's to the Australians, with modifications to include gear driven gasoline pumps. All remaining A-31's have been grounded until the completion of modifications to eliminate the outstanding structural difficulties. Distribution of these within the United States will be according to your recommendations.

2. Notify all concerned.

Dispatched
FEB 1 1943
AAG

Incls.
no change.

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

AC 25453.1 Gabreski (17)

1/2/43

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AC 25453.1 Gabreski (17)

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8 Jun. & 30 June 1974
By: OSD/ISA, WC Date: 16-7-76

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Employment of the A-31 (V-72) Airplane

Director of Military Requirements 1/27/43

Director of Individual Training (3) 9

L38/mh/71.228

1. In view of Comment No. 8, it is interesting to note the status of these planes as reported in the Daily Summary of Airplanes, dated 26 January, 1943, as follows:

Total Available	110
Plus 4 reported lost this month	114

BREAKDOWN

In depots & sub-depots	48
Total available for training	44
Total in commission	22

2. The above figures represent an effectiveness of exactly 20%; so a decision is made to send such equipment many thousand miles away for maintenance there, when we lose 80 per cent here at home. To my mind this is unsound. We need this equipment in the Technical Training Command where it will be utilized at 100 per cent effectiveness with no cost and no drain on material resources.

3. For the above reasons reconsideration of the request set forth in Comment No. 7 is requested.

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

Incls.
no change.

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DOD Dir. 5 200.9 & 10 June 1974
by [illegible] NC, Date 10-7-76

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B-7

AAG 452.1 Baker (11)

Employment of the A-11 (V-72) Airplane

A-3

1-7-43

Air Adjutant General

For comment or concurrence.

JOHN B. COOLEY
Col., A.C.D.
Asst. Air A. G.

1 Incl.-
Memo fr AFDMR 1-7-43 w/3 inds.

Dispatched
JAN 8 1943
AAG

1/9/43

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

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DOD Dir. 5200.1-R, Par. 4, 20 June 1979
By: [illegible] NLC, Date: 12-7-76

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IMMEDIATE ACTION

JAN 7 1943

HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

MEMORANDUM FOR: The Chief of the Air Staff

Subject: Employment of the A-31 (V-72) Airplane

1. [illegible] In reach a decision as to the employment of the [illegible] airplane.

II. [illegible]

a. The A-31 airplane has the most unsatisfactory flying characteristics of any airplane in the Army Air Forces to date.

b. The A-31 airplane has been grounded for all night flying due to:

(1) Engine exhaust flame characteristics, which so completely impair pilot's vision as to prevent a resident transit to night landings and other night operations.

(2) Continued aberrational spinning, which often causes power plants to cut out, especially when operating night operations.

c. The Air Service Command has reported that the maintenance requirements of this airplane are greater than for any other model.

d. In model CTU operations, the three were cut on an average of 20 hours flying time (this is due to inherent design defects in the landing gear).

e. The flying characteristics are so bad that the airplane cannot be used advantageously for flying training or transition training.

f. The Director of Air Support states that the airplane is not fit for CTU training.

g. The Air Transport Command has several times since October 1942, recommended the grounding of all airplanes of this series. (Appendix 1).

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IMMEDIATE ACTION

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IMMEDIATE ACTION

h. As of January 5, there were 122 A-31 (V-72) airplanes in the Air Forces, with 31 additional airplanes still to be delivered. In addition, there were still 100 A-31C airplanes on order, with Pratt-Whitney engine driven fuel pumps in place of the formerly electrically driven fuel pumps; 2 of these have recently been accepted.

i. The Air Service Command has recommended placing all of these airplanes in Class IIA. The Director of Air Support concurs, except that a portion of the 100 A-31C's should be kept for training for anti-aircraft artillery practice (Appendix 2).

j. The Materiel Command was requested on June 15, 1942 to investigate this airplane as a possible tow target airplane. Although original request was followed up on various times subsequently, the airplane, as a tow target airplane, will be tested on January 15, 1943, after an elapse of six months. (Appendix 3).

III. [illegible] The extremely difficult maintenance problem, the very [illegible] flying characteristics, the hazard to night flying, and the restrictions effect on time, demands that flying of this airplane be stopped immediately, except for such quantity of the 100 A-31C's which can be employed in anti-aircraft artillery training missions, and as tow target airplanes. All airplanes not so employed can be used by the Technical Training Command.

IV. [illegible]

a. That all A-31 airplanes in the Army Air Forces, except the 100 A-31C's now being delivered, be grounded immediately except for such flying as is necessary to ferry them from their present location to Technical Training Command stations to be designated by the Commanding General, Technical Training Command.

b. That such of the 100 A-31C's as are to be used for anti-aircraft artillery training missions, and as can be used advantageously as tow target airplanes, be so used. The remaining A-31C airplanes will be ferried over to such stations as may be designated by the Commanding General, Technical Training Command.

c. That the Technical Training Command be directed to remove such parts of these airplanes as the Materiel Command can advantageously use in the production of A-31 airplanes, and ship such

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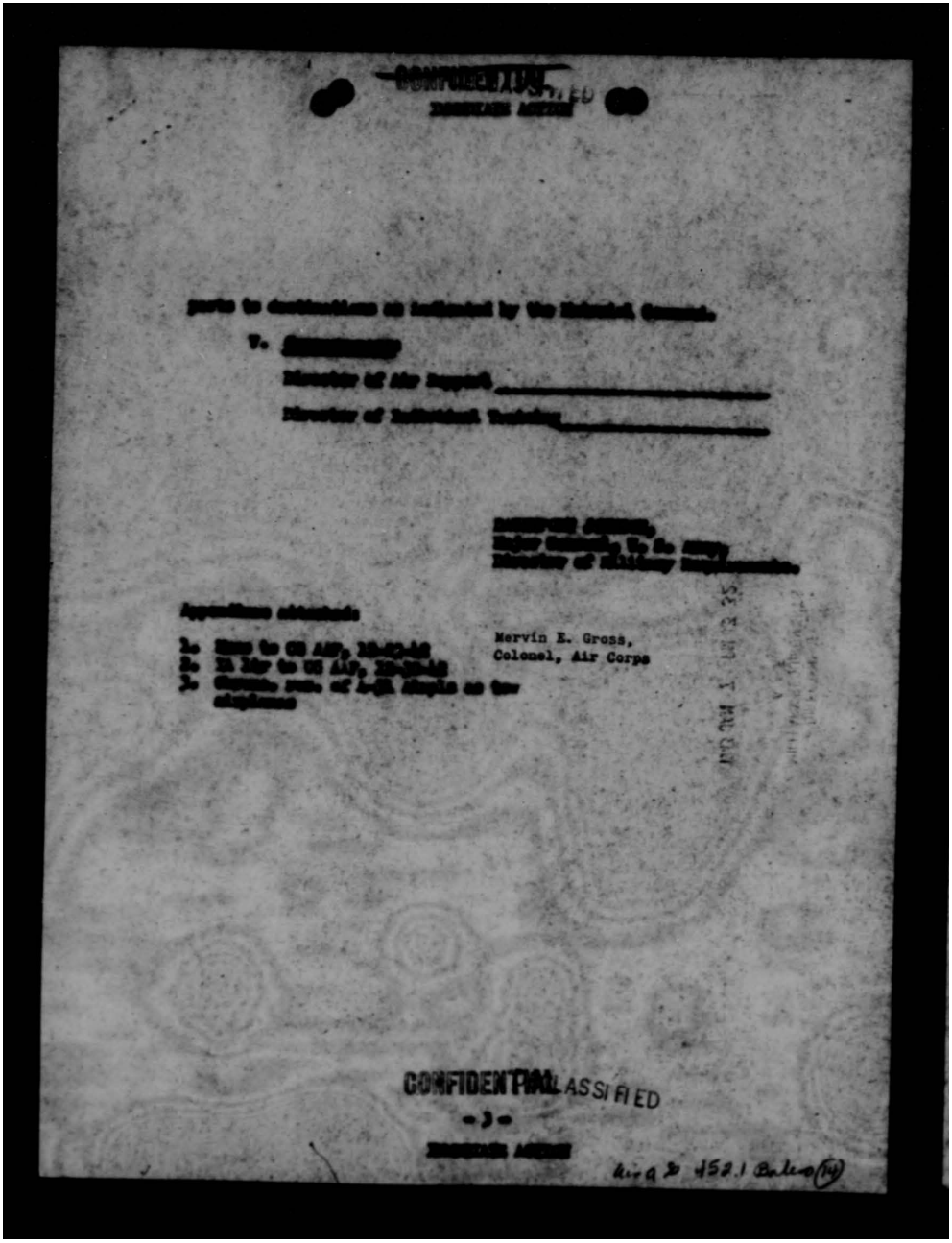

[redacted]

Mervin E. Gross,
Colonel, Air Corps

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DOD Dir. 5 200.9 & 30 June 1974
By [illegible] AA, WC, Date Mar 7-76

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SC-3 Type Transport for General Miller

AH 48 453.1 Baker (3)

To: A-3

From: Chief of the Air Staff

DATE 1-10-43

CHECK NO. 2

WDAFF 5246

Approved.

Dispatched

JAN 11 1943

AAG

[redacted]
Major General, U.S.A.,
Chief of the Air Staff

[redacted]

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AH 48 453.1 Baker (15)

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DOD Rfs.
5 Jan. & 30 June 1974
By ... Auth. ... Date 10-7-74

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All AG 452.1 Ballard (12)

4 AFCAS A-4 1-8 MAL/kmm 5265

1. Note the foregoing and attached letter from the Air Service Command.

2. For comment.

Dispatched
JAN 9
AAG

File 1/9/43

M. A. LIEBE,
Lt. Col., G.S.C.

1 Incl.
Ltr to CAS fr Col. Spry, dated 1-8-43, above subject.

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AG 452.1 Ballard (12)

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DOD Dir.
E.O. 12356 Sec 3.3
By dlw NARA, Date 12-7-76

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Establishment of a Sub-Depot at Nassau.

TJHrcmo 4371

1 AFCAS AFAMC 1942 12-8

1. The Air Transport Command is making arrangements with the Royal Air Force Ferrying Command to deliver all airplanes for the British to Nassau at which point the British will take over and deliver airplanes to final destination. It is believed that the establishment of this terminal at Nassau will automatically set-up a requirement for a sub-depot, more or less complete, according to the demands which may be made on the Army Air Forces.

2. It is desired that you coordinate with the Air Transport Command and provide the required facilities for this installation.

Dispatched
DEC 10 1942
AAG

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

Copy for General Stratemeyer.

AAG Ltr 452.1 Bahama (12)

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HK

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Dr Will
AG Ltr 452.1 Bahama (12)

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AFAGT
RAC-ltr 6701

December 8, 1943

Major General Ira C. Eaker
Headquarters, U.S. Army Air Forces
London, England

Dear Ira:

Your report on "Airplane Strength and Replacement Rate, August 17 to November 11, 1943, Eighth Air Force - Twelfth Air Force" has been reviewed by myself and a study made of it by A-3.

The attached "Report on Airplane Replacements" prepared as of November 20, 1943 and based on your report of airplane requisitions, shows an excess over requirements in all types of aircraft excepting B-24's, P-47 and P-38's, and transports.

The deficiency under requirements for B-24D airplanes is caused primarily by the higher operational loss factor employed in your report. In the light of current discussions with the British (Air Marshal Slessor) relative to British additional allocations and your own experience with the B-24's, it may be necessary to review the AAF attrition factor in the European Theater. The number of B-24's staging for the European Theater has been reduced by the necessity for diverting bombs to the Special Anti-Submarine Force for the Mediterranean Theater. It is planned to replace these bombs from future allocations of the Anti-Submarine Command.

The deficiency under transport requirements cannot be made up as the availability of transports to the AAF will only permit the support of the present three and one half AAF Groups established in the European Theater.

The deficiency of pilots airplanes can only be made up by the diversion of your fighter aircraft replacements for this purpose.

I hope the above statistics, reference to your report, and the attached report on replacement aircraft will serve to clear how

cy Lovett - Gen Arnold's info
12/7/43

Copy for: GEN STAFF ARMY

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we are considering your problems. We are and will continue to do our best to satisfy your requirements. A separate paper on replacements and attrition for both the 8th and 12th Air Forces is being prepared now and will be submitted to Spaatz soon.

Your bombing carries are really big news items here and the American public considers our airplanes and crews the best in the world because of the marvelous job you've been doing in hitting the Axis where it hurts. We will strive to build your forces up to such an overall superiority in numbers that more profitable targets can be hit.

Your attacks on the submarine bases have definitely taken effect by causing a decrease in the number that have currently been operating.

Keep up the good work and trust us to do our utmost to satisfy your needs.

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

1 Incl: Memo for Gen. Arnold, Subj: Rpt. on Disp. Replacements, 3 pages.

AG 452.1 Bolero (11)

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- 2 -

AG 452.1 Bolero (11)

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8 Jan. & 30 June 1974
By [illegible] Date 10-7-76

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AFACT RHH:mcb
6109

October 25, 1948

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Employment of ASV-10 Equipped B-24's as Security for Special Operations.

I. Discussion.

1. The necessity for the employment of every means possible for security in connection with the Special Operations is evident. In order to reduce the submarine menace against surface craft involved in the Special Operations, all counter measures humanly possible must be taken. Long-range bombardment type aircraft equipped with ASV-10 provide the most advanced method of submarine detection and destruction.

2. A limited number of suitable ASV-10 equipped aircraft can be made available in time to engage in the Special Operations. There are immediately available four ASV-10 equipped B-24's. In addition, there are five B-24's destined as Middle East replacements, which are being equipped at Wright Field with ASV-10 in time to participate in the operation.

3. It is planned to concentrate at once the four B-24's now equipped with ASV-10 at Langley Field in order to give intensive training to crews and radar operators. By intensive training during the period the remaining B-24's are being equipped with ASV-10, sufficient crews will have been trained to operate all nine B-24 airplanes. This training will be conducted under the direct supervision of Brigadier General Larson, Commanding General, Army Air Forces Anti-Submarine Command. (Sub "A"). These nine ASV-10 equipped B-24's will be organized into a special squadron under the command of an experienced and well qualified commander, who will move the unit to the United Kingdom, reporting to the Commanding General, European Theater of Operations. Initial employment will be from the United Kingdom, protecting outward convoy routes, with movement to Gibraltar, Oran, and Suez as soon as bases become available. Upon completion of the mission, the aircraft of this unit will be absorbed as replacements by the European and Middle East theaters.

II. Recommendation.

That the plan outlined above be approved.

thru OPS

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

1 Incl.
Sub "A"

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NND 942452 Date 10

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

Received from * Gen. Arnold, Headquarters Army Air Forces, the following document:

Addressed to: Asst.Chief of Staff, OPD

Subject: Employment of certain Airplanes.

Type of Corres.: Memorandum for the CofS.

Date: Oct. 24, 1942.

Basic Dated: Oct. 23, 1942.

Number of Incls.: 1 Incl.

PLEASE ACCOMPLISH AND RETURN IMMEDIATELY TO:

Commanding General,
Army Air Forces,
Office of Air Adjutant General,
Classified Mail Unit, R. 2013.
Washington, D. C.

AAF NO. 452.1 Bol. (10)

*Insert symbol of office of origin.

DATE RECEIVED 10-24-42

BY B.M. Dravo Jr.
Name

Capt. F.A.
Rank Branch

OFFICE OF: A.C.S.

W-7238,AF. Rev. 7/20/42.

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8 Jan. & 30 June 1974
By ahn/nd NC Date 10-7-76

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AFACT RWH:mcb
6109

October 22, 1942

MEMORANDUM FOR THE CHIEF OF STAFF.

Subject: Employment of ASV-10 Equipped B-24's as Security for Special Operations.

I. Discussion.

1. The necessity for the employment of every means possible for security in connection with the Special Operations is evident. In order to reduce the submarine menace against surface craft involved in the Special Operations, all counter measures humanly possible must be taken. Long-range bombardment type aircraft equipped with ASV-10 provide the most advanced method of submarine detection and destruction.

2. A limited number of suitable ASV-10 equipped aircraft can be made available in time to engage in the Special Operations. There are immediately available four ASV-10 equipped B-24's. In addition, there are five B-24's destined as Middle East replacements, which are being equipped at Wright Field with ASV-10 in time to participate in the operation.

3. It is planned to concentrate at once the four B-24's now equipped with ASV-10 at Langley Field in order to give intensive training to crews and radar operators. By intensive training during the period the remaining B-24's are being equipped with ASV-10, sufficient crews will have been trained to operate all nine B-24 airplanes. This training will be conducted under the direct supervision of Brigadier General Larson, Commanding General, Army Air Forces Anti-Submarine Command. (Sub "A"). These nine ASV-10 equipped B-24's will be organized into a special squadron under the command of an experienced and well qualified commander, who will move the unit to the United Kingdom, reporting to the Commanding General, European Theater of Operations. Initial employment will be from the United Kingdom, protecting outward convoy routes, with movement to Gibraltar, Oran, and Cairo as soon as bases become available. Upon completion of the mission, the aircraft of this unit will be absorbed as replacements by the European and Middle East theaters.

II. Recommendation.

HEADQUARTERS plans [illegible] be approved.	COORDINATION										
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

1 Encl.

AAF-39

Dispatched thru CofS file in Classified files
OCT 24 1942
AAG

U. S. ARMY
Lieut. General, U.S.A.,
Commanding General, Army Air Forces.

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Aug 24 452 (10)

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Oct 23, 1942

Gen Strahmeyer

Gen McClelland asked me to give you this memo which he wrote in my office this morning

Russ
A-3

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Memo for Chief of the Air Staff

1. Gen. Smuts, OPD, this morning asked me to submit to you an amendment to the plan which I submitted recently for a special ASO-10 squadron for special operation. This amendment is based upon information received from Gen. Eisenhower and requires:

1. That the 9 B-24s with ASO-10 be sent to U.K. initially, and to be sent to Gibraltar and/or other bases as soon after D-day as possible.

2. Operations will extend over a considerable period instead of the short period originally contemplated.

3. Replacements at the rate of 20% per month be sent.

4. This special unit to be absorbed later by heavy units in either the U.K. or N.A. theater.

Marshall

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DOD Dir.
5 Jan. & 30 June 1974
By Chief, SCD, Date 8-7-75

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WAR DEPARTMENT
Commanding General, A[redacted] Air Forces

Date 10/22/42

MEMORANDUM FOR:

Gen. Stratemeyer

I am of the opinion that this memo - changed if necessary to reflect present plans - should be sent to Sec of War

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

X-473, AF.

A-193

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
OPERATIONS DIVISION
WASHINGTON

" who has been
advised of the
plan and
requested to determine
the practicability of
using Gib and
employing depth
charges."

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DOD Ltr.
8 Jan. & 20 June 1974
By [illegible], Date 10-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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FILE NO	

SUBJECT: Employment of ASV-10 Equipped B-24's as Security for Special Operations.

ITEM NO	FROM	TO	DATE	COMMENTS
1	AFCAS	Assistant Chief of Air Staff A-3	1942 10-23	3373 ~~GSC/MI~~ 1. Note General Arnold's comment attached hereto, which I quote: "I am of the opinion that memo - changed if necessary to reflect present plans - should be sent to Secretary of War. H.H.A." 2. You will contact General McClelland and prepare a plan for use of the 9 B-24's in order to conform to the instructions received from General Eisenhower as to his desired use of the ASV-10 equipped B-24's. GEORGE E. STRATEMEYER, Major General, U.S.A., Chief of the Air Staff.

Incl:
Memo fr Gen. Arnold dtd 10-22
Memo to Sec. of War dtd 10-21
Memo to Chief of Air Staff dtd 10-20

2	AFACT	AFCAS	10-23	AFACT RWH:meb 6109 Revised memorandum submitted herewith. ROBERT W. HARPER, Colonel, G. S. C.

Incls.
As above except revised memo. to S/W.

Hq. Army Air Forces
OCT [illegible]
AAG RECEIVED [illegible]

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3-1109 A.F.

Air 452.1 Box 10

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DOD Dir.
E.O. 12356 Sec. 3.3
NARA, Date 3-17-04

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2 AFACT AFCAS 10-23 Revised memorandum submitted herewith. AFACT RHH:mcb 6109

Incls.
As above except revised memo. to S/W.

ROBERT W. HARPER,
Colonel, G. S. C.

Hq. Army Air Forces
OCT 24 1942
AAG RECEIVED

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DOD Dirs.
8 Jan. & 20 June 1974
By: [illegible] Date: 8-2-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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TALLY NO	
FILE NO	

SUBJECT: Schedule of Movement of the Fighter Group to be first equipped with P-47's.

ITEM NO	FROM	TO	DATE	COMMENTS F/GY/beb 72556
2	AFRAD	AFDAS	1942 10/7	1. Necessary orders have been given to crate and ship P-47C-1 airplanes to destination beginning with the 54th Article.
		Hq. Army Air Forces OCT 9 1942 AAG Received		2. Action will be taken to move pilot personnel in time to meet airplanes when they arrive at destination.
				GORDON P. SAVILLE Colonel, Air Corps
3	AFDAS	AFWAG	10-10	For Files
				M. A. LIBBY, Lt. Col., G.S.C.

~~SECRET~~ DECLASSIFIED

2-271

PAGE - 2 -

3-1109 A.F.

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DOD Dir.
5 Jan. & 30 June 1974
By [illegible] NCI Date 12-7-76

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Schedule of Movement of the Fighter Group to be first equipped with P-47's.

P/07/mb 72005

2 AFMSO AFDAS 1942
10/7

1. Necessary orders have been given to route and ship P-47D-1 airplanes to destination beginning with the 56th Article.

2. Action will be taken to move pilot personnel in time to meet airplanes when they arrive at destination.

GORDON P. SAVILLE
Colonel, Air Corps

3 AFDAS AFMSO 10-10 For Files

M. A. LIBBY,
Lt. Col., G.S.C.

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- 2 -

Air AG 452.1 23 Nov (9)

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DOD Itrs.
E Jan. & 30 June 1954
By cl Date 10-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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

File No. _____

Tally No. AAF _____

SUBJECT: Schedule for Movement of the Fighter Group to be first equipped with P-47's.

NO.	FROM	TO	DATE	COMMENTS
1.	AFDAS	Director of Air Defense	10-3	8371 LSK:nl 1. General Arnold has not wholely accepted the directive emanating recently from this office to the effect that there would be no change in the existing schedule, and that the first unit scheduled to receive P-47 type aircraft would not be dispatched to a combat theater prior to December 15, 1942. However, he has approved the related directive requiring the crating for overseas shipment of P-47 type airplanes beginning with the fifty-fourth (54th) article from the factory. 2. It is directed that planning, training, and scheduling proceed towards the end that the first P-47 airplanes which have arrived in England and have been erected and prepared for fly-away, will be met by personnel of the subject group, who will then continue their necessary training in the United Kingdom. Air transportation is to be made available to the pilots of this unit in order to accomplish these ends. It is hoped that the foregoing change can be effected without major revision of the existing program or plans. It is desired that your directorate initiate the action necessary to meet the foregoing conditions. L. S. KUTER Brigadier General, U.S.A.

Copies to: Director of Military Requirements,
Program Planning,
Ass't Ch of Staff, A-3,
War Organization and Movement
General Strademeyer
Director of Personnel

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

Page No. _____

Air AS 452.1 Bk. (9)

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DOD Dir.
E.O. 12356, Sec. 3.3
NLE/Coste Date 10-10-96

Priority for Photographic Aviation

DECLASSIFIED

452.1 Bolero (8)

MAL/hk 5265

10. AFCAS AFACT 9/25 1. Paragraph 2, Item No. 9 is approved.
thru
AFAEP

2. AFAEP will prepare a brief (one paragraph if possible) memo for General Arnold's record indicating action taken and reason therefor, delivering same to this office.

Dispatched
Oct 25 1942
AAG

Encl: n/c

MAL

MILLARD A. LIBBY
Lt. Colonel, A.C.

DECLASSIFIED
Ltr to 452.1 Bolero (8)

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DOD Dirs.
By ... E.O. Dec 12-1-74

~~SECRET~~

DECLASSIFIED

Immediate Allocation of 33rd Pursuit Group/

452.1 Bulero

2 AFDAS AFAEP 1942
9/13

AFDAS LSK:pfp

General approves the points discussed between Colonel Anderson and General Hater September 12th, and it is desired that your Division take the necessary action with Commander McDonnell to clear up this matter on the records of the Joint Chiefs of Staff.

Dispatched
Sep 13 1942
AAG

Encl. n/e

L. S. Kuter,
Brig. General, U.S.A.

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Div AG 452.1 Bulero (1)
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DOD Ltr. 5 & 20 June 1974
By clm [illegible] NCS Date 10-1-76

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Employment of the A-31 (V-72) Airplane.

Assistant Chief of Air Staff, A-3. 2-1-43

Deputy Chief of the Air Staff.

310

TJH/cmc/6371

1. The Chief of the Air Staff has approved the allocation of one hundred (100) A-31's to the Australians, with modifications to include gear driven gasoline pumps. All remaining A-31's have been grounded until the completion of modifications to eliminate the outstanding structural difficulties. Distribution of those within the United States will be according to your recommendations.

2. Notify all concerned.

Incls.
no change.

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

Dispatched
FEB 2 1943
AAG

Air AG 452.1 Bolero (K)

file 2/3/43

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~~CONFIDENTIAL~~ Air AG 452.1 Bolero (14)

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NLC Date 10-7-96

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DECLASSIFIED

Build Up of Air Units in United Kingdom.

3373
Enclosure

3. ARMAC Memorandum 1942 ... I wrote a memorandum addressed to General Bradley and dated 9 ... 1942 upon from General Arnold.

452.1 Bolero (5)

Air Staff
Plans

September 18, 1942

MEMORANDUM FOR: GENERAL HAINE
GENERAL STRATEMEYER

Subject: Build Up of Air Units in United Kingdom.

The following memorandum was received by me this date from General Arnold:

"It is essential for proper planning that we be given at the earliest possible date the proposed build up of air units in the United Kingdom. The plan at the present time was based on July 1st date, which has had major modifications. The theater commander will require both augmented & minimum forces of 30 heavy bomber groups, 30 medium bombing groups, 30 fighter groups, 6 transport groups, and 30 photo reconnaissance and weather squadrons for this theater. This is exclusive of any Mediterranean groups needed for operations of ground troops, which should be based on area giving our Army troops."

Dispatched
Sep. 12 1942
AAG

"It is quite obvious from the above that we must secure a definite decision as to the distribution of the groups as now training with a view to their movement to this theater and stationing them there in the immediate and then in accordance with a definite decision should be received at the earliest possible date."

2. It is desired that you obtain from G-3, a definite statement of the number of heavy bomber, medium bombardment, fighter, photo reconnaissance and weather squadrons now build up of air units in the United Kingdom at the earliest possible date and that these may please be confirmed and be prepared accordingly.

[illegible]
Chief, Air Staff, Plans
Chief of the Air Staff

File

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Auth: 452.1 Bolero (5)

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DoD Dir. 5 200.9 & 30 June 1974
By [illegible] NLC, Date 10-7-76

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DECLASSIFIED

September 12, 1942

MEMORANDUM FOR: GENERAL HANDY
GENERAL STRATEMEYER

Subject: Build Up of Air Units in United Kingdom.

The following information was received by me this date from General Spaatz:

"It is essential for proper planning that we be given at the earliest practical date the prospective build up of air units in the United Kingdom. Our plans at the present time are based on July 1st flow chart, which has had major modifications. The theater commander and myself have both recommended a minimum force of 20 heavy bomber groups, 10 medium bomber groups, 10 fighter groups, 2 transport groups, and 10 photo reconnaissance and weather squadrons for this theater. This is exclusive of any observation groups needed for operation of ground troops, which should be based on one group per Army Corps."

It is quite obvious from the above that we must secure a definite decision as to the destination of the groups we are turning out of our OTU. We cannot continue to make plans for sending them first in one direction and then in another direction. A definite decision should be reached at the earliest possible date.

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

Dispatched
Sc. 12 .42
AAG

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A-1109

AAG 452.1 Europe

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DOD Dir. 5200.9
By [illegible] NARS, Date 10-7-76

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SEP 12 1942

Air Marshal Evill,
British Joint Staff Mission,
Offices of the Combined Chiefs of Staff,
Washington, D. C.

Dear Marshal Evill:

This is to acknowledge your letter of September 10th, signed in your absence by Air Commander Strafford.

We find it has become imperative that we utilize the 33rd Fighter Group for the Northwest African operation. In this connection you will be glad to know that our plan now visualizes the support of the American landings at Oran and on the West Coast by American aircraft.

At this stage, dependent upon the availability of 200 Russian Protocol P-39's in England which we intend to replace via the Alaskan route, and some 36 British BB 7's, we have reason to believe, with your assistance in the matter of these airplanes, we will be able to assemble the necessary American air effort for the operations.

Such being the case, British aircraft initially set up to support the purely American operations can be released for other employment, either in North Africa, England or in the Middle East, until such time as we can provide a replacement for the 33rd Fighter Group in the latter theater.

Yours sincerely,

Dispatched
Sep. 12 1942
AAG

[illegible]

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

452.1 Belgium (4)

Return to Air AG
R.2013

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Air AG 452.1 Belgium (4)

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DOD Dir. 5 Jan & 30 June 1974
By [illegible] NLC Date 10-7-96

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SEP 12 1942

Air Marshal Evill,
British Joint Staff Mission,
Offices of the Combined Chiefs of Staff,
Washington, D. C.

Dear Marshal Evill:

This is to acknowledge your letter of September 10th, signed in your absence by Air Commander Strafford.

We find it has become imperative that we utilize the 33rd Fighter Group for the Northwest African operation. In this connection you will be glad to know that our plan now visualizes the support of the American landings at Oran and on the West Coast by American aircraft.

At this stage, dependent upon the availability of 200 Russian Protocol P-39's in England which we intend to replace via the Alaskan route, and some 36 British DB 7's, we have reason to believe, with your assistance in the matter of these airplanes, we will be able to assemble the necessary American air effort for the operations.

Such being the case, British aircraft initially set up to support the purely American operations can be released for other employment, either in North Africa, England or in the Middle East, until such time as we can provide a replacement for the 33rd Fighter Group in the latter theater.

Yours sincerely,

Dispatched
S. 12 ..
AAG

Sgd. H. H. Arnold

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

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Air AG 452.1 Reserve (4)

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DOD Dir. 5 200.9 & 10 June 1974
By Alan Jr. NARA, Date 12-2-96

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

September 11, 1942

DECLASSIFIED

~~SECRET~~

MEMORANDUM FOR GENERAL HANDY:

Subject: Proposed Change in Assignment of 33rd Fighter Group.

Note the attached. I believe that it would be very advisable to call in Doolittle and Patton and talk this over with Street so that we are sure of our ground before we go any farther.

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

Incl: ltr 9/10 frm A.M.Evill

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AirAG 452.1 Robert E

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DOD Dir. 5 Jan. & 30 June 1974
By: [illegible] NCD Date 10-7-76

September 11, 1942

DECLASSIFIED

~~SECRET~~

MEMORANDUM FOR GENERAL MARSH:

Subject: Proposed Change in Assignment of 33rd Fighter Group.

Note the attached. I believe that it would be very advisable to call in Doolittle and Patton and talk this over with Strunk so that we are sure of our ground before we go any further.

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

Encl: ltr 9/10 frm A.M.Nvill

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BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

AIR STAFF

DECLASSIFIED
JCS Memo
8 Jan. 1975
By dln JCS Date 9/24/76

BR. ~~MOST SECRET~~
U. S. SECRET

RECLASSIFIED

10th September, 1942.

Dear General

With reference to your letter delivered by hand yesterday evening 9th September on the subject of 33rd Fighter Group. Your proposal to change the assignment of 33rd Fighter Group was referred by signal to our Chief of the Air Staff, who, in his reply, makes the following points:

(a) There are already four U.S. fighter groups (320 aircraft) in the United Kingdom which are available for the "special operation". In addition 342 British fighters are also earmarked for this operation. The total fighters thus available amount to more than one-third of the whole German fighter strength and about two-thirds of the force with which we fought the battle of Britain. Admittedly the control and maintenance conditions will be less favourable, but the scale of attack will be incomparably lighter.

(b) We cannot see that it will be necessary to have more squadrons or that it will be possible to deploy them in the initial stages of the operation. All our experience goes to show that it is far better to keep the number of units within reasonable limits and to prepare to feed them with replacements at a high rate, as we have been doing for months with the fighter squadrons in Malta. Piling in more units merely increases congestion and will not increase efficiency, as it will not be possible to operate an excessive number of units economically or to maintain them effectively.

(c) Oran is admittedly open to a higher scale of attack than Casablanca, especially if and when the Germans build up in Spain. But we do not feel that more than three groups can be usefully employed or maintained there at battle rates. The fourth U.S. group in the United Kingdom will thus be available for Casablanca.

Lt. General H.H. Arnold,
Commanding General,
U.S. Army Air Forces,
War Department.

Air Ally 452.1 Bolero (4)

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(d) In view of the present situation in the Middle East, and in particular in regard to the fighter position there on which Air Marshal Tedder has recently expressed his very grave concern, we cannot agree to any reduction in the planned reinforcement of Middle East.

2. You will remember that Air Marshal Evill, in his letter dated 8th September 1942, paras. 3 and 4, referred to the fighter situation in the Middle East, and in conveying the Chief of the Air Staff's inability to agree to the diversion of 33rd Fighter Group from Middle East to the "special operation", I would again remind you of that situation.

3. In his telegram the Chief of the Air Staff mentions that the Air Officer Commanding under General Eisenhower for the "special operation" is quite satisfied with the total fighter strength previously included in the plan. There is no indication in your letter proposing the diversion of 33rd Fighter Group, or in the Chief of the Air Staff's signal, that the Supreme Commander, General Eisenhower, has himself pressed for any additions.

Yours sincerely,

W. S. Kirkpatrick.
Air Cdre.

D.C.S. Evill
Air Marshal.

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

DECLASSIFIED
DOD Dir. 5 200.9 & 30 June 1974
By dlw-/ca UC Date 12-7-76

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

Air Marshal Evill,
British Joint Staff Mission,
Offices of the Combined Chiefs of Staff,
Washington, D. C.

Dear Marshal Evill:

This is to acknowledge your letter of September 10th, signed in your absence by Air Commander Strafford.

We find it has become imperative that we utilize the 33rd Fighter Group for the Northwest African operation. In this connection you will be glad to know that our plan now visualizes the support of both the American landings by American aircraft.

At this stage, dependent upon the availability of 200 Russian Protocol P-39's in England which we intend to replace via the Alaskan route, and some 36 British DB 7's, we have reason to believe, with your assistance in the matter of these airplanes, we will be able to assemble the necessary American air effort for the operations.

Such being the case, British aircraft initially set up to support the purely American operations can be released for other employment, either in North Africa, England or in the Middle East, until such time as we can provide a replacement for the 33rd Fighter Group in the latter theater.

Yours sincerely,

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

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

DECLASSIFIED
O.O 205.
6 jun. & 15 June 1974
By [illegible] NCD Date 12-7-76

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

September 5,1942

MEMORANDUM FOR GENERAL ARNOLD:

1. General Doolittle came in this morning and asked for a decision on the use of the 33rd Group in connection with his operation. I could not make that decision because of your commitment to the Middle East by certain dates of fighter groups. I did, however, decide there would be no further shipment of 33rd Group airplanes until your return on Tuesday.

2. The use of this group is to be made in connection with the use of the small Navy carrier Charger which can carry 80 P-40's which can be catapulted but cannot land. Doolittle will discuss this with you.

G.E.S.

452.1 Doolittle (7)

34 - Bailed.
14 - Am boat (Could not hold boat on list of 8 P-40s)
31 - Book sick.

9/7/42
File H.H.A

~~SECRET~~

DECLASSIFIED

Mr. Gray: for file

FOR VICTORY BUY UNITED STATES WAR SAVINGS BONDS AND STAMPS

cwiab 452.1 Doolittle

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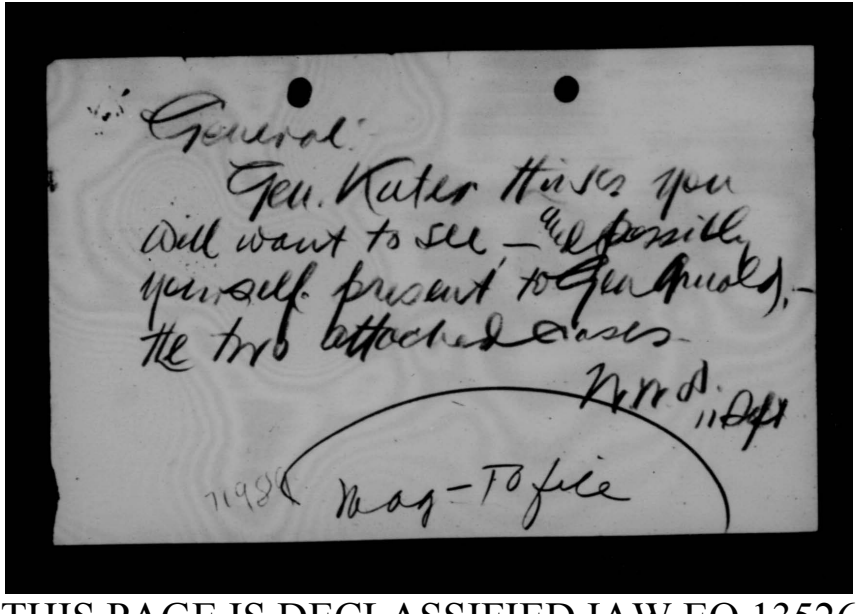

General:

Gen. Kuter thinks you will want to see — & possibly yourself present to Gen Arnold, — the two attached cases.

[illegible] 11 Oct

11985 May — To file

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DOD Rts.
8 Jan. & 20 June 1974
by alw/ltr LC; Date 12-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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1984

File No. _____

Tally No. AAF _____

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

SUBJECT: Needs and Possibilities of Aircraft and Request for Installation Data for use in Britain.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	A-4	1942 9/8	Take necessary action to put into effect. H. H. Arnold Incl: Cable No. 1832, 9/5/42, from Eisenhower to Arnold, re above.
2.	AFADS	General Arnold	9/11	RHB/nmb 2879 1. Investigation found that 224 auxiliary tanks for P-39, 156 gallons, have been shipped, and 76 to follow immediately. 2. Tear drop tanks, 300 gallons, form fitting are in experimental stage. Not in production. 3. 156 gallon tanks are ones that General Doolittle requested. 4. Radio to England, September 11, confirmed above. Incl. n/c T. J. HANLEY, JR., Brigadier General, U. S. A.
3	AFDAS	AFMAG	1942 9/12	Gen Arnold has seen ~~SECRET~~ DECLASSIFIED To file. L. S. Kuter, Brig. General USA

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

Page No. _____

452.1 Bolero (2)

Air AG 452.1 Bolero (2)

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WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

INCOMING MESSAGE

AGWAR 14
Filed 8/831P

CCSW
September 8, 1942
1900Z

PRIORITY

Gen Arnold
No. 1 of 2 copies
distributed

From: London
To: AGWAR

No. 1822, September 8th, 1942.

Under proposed plan which involves use of P dash 38 aircraft, it appears that a minimum of 30 days will be required for erection and essential modifications using all available British and American facilities. Your Arnold from Doolittle. Tear Drop tanks must reach UK at least 10 days before D day. Request Tear Drop Tank installation data be air mailed here at early date.

Eisenhower

ACTION COPY: CG AAF

INFO. COPY: OPD

GS-IE-3612 (9/8/42) 1910Z DECLASSIFIED 17

~~SECRET~~ COPY No.

THE HANDING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

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DOD Dir.
By ... Date 10-2-76

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BC to DB

Exh 6770

March 29, 1943.

MEMORANDUM FOR General Arnold

Subject: Status of 67th Observation Group

This matter has been investigated and it has been found that the unit is in excellent condition from the standpoint of personnel. It is short P-38 airplanes because while both UK and North Africa were commanded by General Eisenhower he diverted the airplanes to North Africa. These are being replaced by P-51's for June shipment. 67th will remain in UK and will be equipped. Cable to this effect has been sent.

BARNEY M. GILES,
Major General, U. S. Army,
Chief, Operations, Commitments,
and Requirements.

4/1/43
Gen Stratemeyer
Noted
HHA

Nona M. Cot
Read 4-1-43

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SECRET
Auth AG 48 2.1 Date 10

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DOD Dir.
8 Jan. & 30 June 1978
By [illegible]

DECLASSIFIED

Training Aircraft for Bolivia.

Chief of Air Staff

AFAS/Plans

1 (Cont)

34g/hw/2842

6. In view of the progress made by the USAAF Mission in the organization and training of the Bolivian Air Forces and the availability of large quantities of surplus USAAF Primary and Basic training aircraft, it is recommended that the AC/AS-4, International Section be authorized to advise the Bolivian Government representative in Washington that a request for the following training aircraft might receive favorable consideration at this time:

25 PT-17's
25 BT-13A's
20 AT-6C's

It is noted that this quantity is not adequate to Bolivia's program but that it will serve to support our air mission's efforts until a program is arrived at as a result of subsequent bilateral staff conversations with the American Republics.

JOE L. [illegible]
Brigadier General, U. S. A.
Chief, Operational Plans Division

452.1 Bolivia (2)

TO: AC/AS, Materiel and Services

DATE 5 September 1944
Comment No. 2
RM:JF 6371

FROM: Deputy Chief of the Air Staff

Recommendation in Comment No. 1, paragraph 6, is approved.

Signed

P. M. SMITH, JR.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

[illegible]
7 SEP 1944
AFB

[illegible]

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2 452.1 Bolivia (2)

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DOD Dir
By [illegible] NARA Date [illegible]

CONFIDENTIAL

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AFAIP
EL/dns /7127

May 2, 1942.

Lieutenant General David Tyng
President, Philippine Army Rehabilitation Commission
Room 3000, Government Building
Washington, D.C.

Dear General Tyng:

Following our conversation of April 28, 1942, I have reviewed the actions taken by the Munitions Assignments Board on your requests for airplanes. The approval of the Munitions Assignments Board on Philippine requests may be summarized as follows:

Model	Requested	Delivered	Undelivered
Boeing PT-17	6	6	0
Vultee BT-13	25	16	9
North American AT-6	25	5	20
Curtiss P40-E	15	10	5
Stinson AT-19	1	1	0
Stinson L-5A	6	6	0
Interceptor L-4A	8	8	0
Beech AT-11	6	0	6
Beech Bobb (AT-7)	2	0	2
Lockheed A-29	2	0	2
	77	52	25

The Lockheed Hudson (A-29) is now already out of production. The five airplanes of this type remaining to be delivered have been earmarked for over a year in service in the South Pacific and are badly needed for patrol work there.

We have been very short of Beech AT-11's for bombardier training and North American (BT-14's) for navigation training in our Army Air Forces and United States Navy training programs. The Munitions Assignments Board action in deferring delivery on your request for assignment of these types was necessary in view of the critical shortage of airplanes for our combat crew training programs.

General Arnold

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I am keenly aware of the rugged terrain, the high altitudes and the great distances which must be traversed in the conduct of your training operations in Bolivia. In order to supplement your single engine equipment and to provide you with a means of communication between La Paz, Cochabamba and Santa Cruz, the Army Air Forces will recommend to the Munitions Assignment Board that two Beech AT-11's be assigned to Bolivia for July delivery, and that two Beech AT-7's (C-45's) be assigned for September delivery.

In view of our critical shortage of equipment, I am sure you will accept these assignments as a satisfaction of your minimum requirements.

Sincerely yours,

Hon. H. H. Arnold.

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

Dispatched
MAY 3 1943
AAG

DECLASSIFIED
Air AS 4 62 / Bolivia (2)

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DECLASSIFIED
DOD Dir. 5 Sec. 4, 20 June 1974
By [illegible] NARS, Date 10-1-74

~~CONFIDENTIAL~~
DECLASSIFIED

General Toro's Request for 10 Airplanes.

General Hanley 4/26/43

General Arnold 1.

General Toro, of Bolivia, called on me a few minutes ago and stated that over a year ago he made a request through the State Department for a total of 10 airplanes:

6 AT-11's
2 AT- 7's
2 Lockheed A-28's

He was told at that time that he could get them this year. He was also told by somebody or other that the Munitions Assignment Board has turned down the request.

Last week he went to see the President. According to General Toro, the President said "Go see General Arnold and he will fix you up". Query: How is General Arnold going to fix him up?

H. H. A.

it

Rec'd V. Anderson

o/3 - Memo to Muns Assignment Comm; sgd Gen Hanley
o/3 - Letter to Gen Toro - sgd. Gen Arnold

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DOD Dirs.
8 Jan. & 30 June 1954
By [illegible] WCI Date 10-14

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET [illegible] DECLASSIFIED

TALLY NO.	Balcer
FILE NO.	

SUBJECT: General Toro's Request for 10 Airplanes.

TO: General Hanley DATE

FROM: Assistant Chief of Air Staff, Plans. COMMENT NO. 2 Cont'd

3. The AT-11 and AT-7 have been critically short in the United States Army Air Forces training program. The AT-11 deficiency has now been overcome. The AT-7 deficiency is being corrected by an adjustment of production.

4. It is suggested that the attached memorandum be addressed to the Munitions Assignment Committee (Air) recommending the assignment of two AT-11 in July 1943, and two AT-7 in September 1943.

5. There is also attached hereto a draft of a letter which may be addressed by General Arnold to General Toro.

E O Langmead
for O. A. ANDERSON,
Brigadier General, U. S. A.

2 Incls:
#1 Proposed ltr to Secy MAC(Air) (Sgd Gen Hanley)
#2 Proposed ltr to Gen Toro fr Gen Arnold (Sgd Gen Arnold - Cpy Air Adv)
Both ltrs stamped Conf by Gen Hanley at time of dispatch - JA/43.

Telegram DOS 8/June/43

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PAGE 2

3-1109 A.F.

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DOD Itrs.
6 Jan. & 30 June 1974
By [illegible] NC, Date 10-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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TALLY NO.	
FILE NO.	

SUBJECT: General Toro's Request for 10 Airplanes.

TO: General Hanley

DATE 4/26/43

FROM: General Arnold

COMMENT NO. 1.

General Toro, of Bolivia, called on me a few minutes ago and stated that over a year ago he made a request through the State Department for a total of 10 airplanes:

6 AT-11's
2 AT- 7's
2 Lockheed A-28's

He was told at that time that he could get them this year. He was also told by somebody or other that the Munitions Assignment Board has turned down the request.

Last week he went to see the President. According to General Toro, the President said "Go see General Arnold and he will fix you up". Query: How is General Arnold going to fix him up?

Send 11 AT's Bean

H.H.A.

TO: General Hanley

DATE APR 8 0 1943

FROM: Assistant Chief of Air Staff, Plans.

COMMENT NO. 2
ECL/dns/71127

1. The actions of the Munitions Assignment Board on Bolivian requests may be summarized as follows:

Model	Requested	Delivered	Deferred
Boeing PT-17	5	5	0
Vultee BT-13	15	12	3
North American AT-6	15	9	6
Curtiss SNC-1	15	10	5
Grumman JRF-6	1	1	0
Stinson L-8A	8	8	0
Interstate L-9A	8	8	0
Beech AT-11	6	0	6
Beech C-45 (AT-7)	2	0	2
Lockheed A-28	2	0	2
	77	53	24

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2. By comparison with all other South American countries, except Brazil, Bolivia has been very adequately provided for. [illegible] Air Force mission to Bolivia, Lt. Col. Waskwits, does not recommend increased assignments to Bolivia.

911

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Wa AB 452.1 Bolivia 3-1100

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DOD Dir.
E.O. 12958, Sec. 3.6

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AFAEP
ECL/dms/71127

May 3, 1943.

MEMORANDUM FOR THE SECRETARY, MUNITIONS ASSIGNMENT COMMITTEE (AIR):

Subject: Unusual Navy's Request for 18 Airplanes.

The Army Air Forces requests that consideration be given to the assignment to Bolivia of two Beech AT-11's for July delivery and two Beech AT-7's (C-45's) for September delivery.

Corresponding reductions in Army Air Forces expectancies may be made.

For the Commanding General, Army Air Forces.

Sgd.

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

Copy for General Hanley

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Ltr dtd 5/2 / Bolivia (7)

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General Toro's Request for 10 Airplanes.

General Hanley

Assistant Chief of Air Staff, Plans.

3. The AT-11 and AT-7 have been critically short in the United States Army Air Forces training program. The AT-11 deficiency has now been overcome. The AT-7 deficiency is being corrected by an adjustment of production.

4. It is suggested that the attached memorandum be addressed to the Munitions Assignment Committee (Air) recommending the assignment of two AT-11 in July 1943, and two AT-7 in September 1943.

5. There is also attached hereto a draft of a letter which may be addressed by General Arnold to General Toro.

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

2 Incls:
#1 Proposed ltr to Secy MAC(Air).
#2 Proposed ltr to Gen Toro fr Gen Arnold.

Conf by Gen Hanley

Orig retained by Gen Hanley

file 5/3/43

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Air Adj.
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by [illegible] 12-7-74

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General Toro's Request for 10 Airplanes.

TO: General Bauley

DATE [illegible] 8 0 1941

FROM: Assistant Chief of Air Staff, Plans.

COMMENT NO. 2
WDC/Misc/71187

1. The actions of the Munitions Assignment Board on Bolivian requests may be summarized as follows:

Model	Requested	Delivered	Deferred
Boeing PT-17	5	5	0
Vultee BT-13	15	12	3
North American AT-6	15	9	6
Curtiss SNC-1	15	10	5
Grumman J2F-6	1	1	0
Stinson L-5A	8	8	0
Interstate L-2A	8	8	0
Beech AT-11	6	0	6
Beech C-45 (AT-7)	2	2	0
Lockheed A-28	2	0	2
	77	53	24

2. By comparison with all other South American countries, except Brazil, Bolivia has been very adequately provided for. The head of our Air Force mission to Bolivia, Lt. Col. Vanhoutte, does not recommend [illegible] assignments to Bolivia.

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8 Jun. & 30 June 1978
By: [illegible]

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WMB-SHK/eg
(wtn 3/24/42)

MAR 28 1942

MEMORANDUM FOR: Assistant Chief of Staff, G-2.

Subject: Airplanes for Bolivia.

1. Reference memorandum for the Chief of Staff from the Foreign Liaison Section, G-2, February 25, 1942, subject as above, sent this Division by marginal note in ink, an investigation was made and the following information is submitted:

a. The Bolivians' request for a higher performance plane than the PT-17 with the R-670 engine in order to perform properly at a high altitude training school was referred to the Joint Aircraft Committee for consideration. On March 6, this Committee approved the recommendation of its Subcommittee that the fifteen primary trainers allotted to Bolivia be equipped with Lycoming R-680-9 engines. Copy of this approved recommendation is attached hereto.

b. This airplane as furnished to Bolivia, will have adequate performance for training from an 8,500 ft. base, and should satisfactorily meet all the Bolivian requirements.

c. The Bolivian request for the Stearman PT-13's with 320 horsepower Pratt and Whitney engines and variable pitch propellers mentioned as a result of General Toro's conference with the Chief of Staff, did not reach the Joint Aircraft Committee as such. However, this is unimportant as these motors are not at present in quantity production and would not have been available. The request which did reach the Committee specifically mentioned an R-760 engine as being desired by the Bolivians for installation in their primary trainer. The Lycoming R-680-9 actually recommended for installation is superior to the R-760 engine formally requested by Bolivia, as per specifications below. Variable pitch propellers were not recommended and are not believed necessary.

(1) Primary trainer with R-760 engine (requested by Bolivia): Rate of climb - sea level, 870 ft. per minute with a brake horsepower of 210; service ceiling - 14,200; and absolute ceiling of 16,000

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-M&S	A-Trans.	Budget	Statistics	
				PT-13							

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(2) Primary Trainer with Lycoming R-680-9 engine (recommended for installation in Bolivian planes): Rate of climb - 1,000 ft. per minute with a brake horsepower of 215; service ceiling - 15,000 ft.; absolute ceiling - 16,400 ft.

2. From the above it can be seen that the Bolivians are being properly taken care of and no further alteration is recommended in the type of engine or equipment placed in the primary trainers allotted Bolivia than already approved by the Joint Aircraft Committee.

For the Commanding General, Army Air Forces:

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

Encls.:
1. Memo for C/S, same subj. fr WL, G-2, 2/25/42.
2. Copy approved rec., etc.

Dispatched
MAR 30 1942
AAC

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
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DOD Dir. 5200.9 30 June 1974
By [illegible] NSC Date 10-7-76

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WAR DEPARTMENT
War Department General Staff
Military Intelligence Division, G-2
Washington

MID 452.1

February 25, 1942

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Airplanes for Bolivia.

1. In accordance with verbal instructions given during the visit of Lieut. General David Toro this morning, the following summary of the Bolivian situation with respect to primary training planes is presented:

(a) The Bolivians wish to establish an air training school at Cochabamba, altitude 8500 ft. U. S. primary training planes will not perform well at that height, and the Bolivians have asked for Stearman PT 13's with 320 horsepower Pratt & Whitney engines and variable pitch propellers. They were at first informed that it was not practicable to supply these special aircraft. It now appears that there is a good possibility that their needs will be met, although immediate delivery cannot be promised.

(b) There is an alternative solution, namely to establish the training school in that part of Bolivia where standard primary training planes could be used. This question does not fall within the province of the War Department.

2. The whole subject of primary training planes for Bolivia has been considered exhaustively by the Joint Advisory Board on Latin American Republics, (of which Colonel H. A. Barber, War Plans Division, General Staff, is the senior Army member), the Joint Aircraft Committee and the Materiel Division of the Air Corps.

/S/ Theodore Babbitt,
THEODORE BABBITT,
Lieut. Colonel, Field Artillery,
Foreign Liaison Section.

(Written in ink):

To General Arnold

GCM

(Written in pencil):

2/28/42 A-2
Tie in with Training Sect & Mat. Div. & prepare memo after taking over with G-2
HHA

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DOD Dir. 5 Jan. & 30 June 1954
By Ltr. of 10-7-76

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Reopening of:
Case No. 1419

Date: March 3, 1942

JOINT AIRCRAFT COMMITTEE
SUBCOMMITTEE ON THE ALLOCATION OF DELIVERIES

MEMORANDUM

TO: Recorder, Joint Aircraft Committee

FROM: Subcommittee on the Allocation of Deliveries

SUBJECT: Reopening of Case No. 1419, memorandum from Joint Advisory Board on American Republics, dated February 27, 1942
Request to substitute Wright R-760 engines on 15 Stearman PT-17 airplanes destined for Bolivia.

1. This case was reopened by the Joint Advisory Board on American Republics.

2. DISCUSSION:
a. The original approval of the subject case included a total of 88 Stearman PT-17 airplanes powered with Continental R-670 engines.

b. The subject memorandum states that Bolivia wishes to obtain its primary trainers powered with R-760 engines in place of those originally approved.

c. The R-760 engine is being produced in very limited quantities. The Lycoming R-680-9 engine develops considerable more horsepower than the R-670 engine originally approved for the airplanes, and is more readily available. The Stearman representative advises that this airplane has been engineered to take the R-680-9 engine.

3. RECOMMENDATION: It is hereby recommended that the subject 15 PT-17 airplanes be equipped with Lycoming R-680-9 engines.

4. This action was taken at the Subcommittee meeting of March 3, 1942, and was agreed to by all members present as follows:

Navy:	Lt. Comdr. E. M. Condra
Army:	Lt. Col. E. C. Langmead; Lt. A. K. Lovett
Aero. Board:	Lt. Col. D. G. Linglo
B. A. C.:	Lt. Col. H. Burchall; F. W. Musson
W. P. B.:	A. E. Lombard, Jr.; A. Ogden Pierrot
Also present:	Ensign F. F. Wood (Navy); E. G. Barber (Army) C. H. Jourdan (Army); Lt. J. H. Sennott (JAC) L. S. Florsheim, Jr. (WPB); R. D. Macdonald (CAB)

[redacted] Subcommittee on the Allocation of Deliveries.

L. S. Florsheim, Jr.,
Recorder

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

MAR 18 1942

MEMORANDUM FOR: Commanding General, Army Air Forces.

Subject: Airplanes for Bolivia.

not sent.

1. Reference is made to Memorandum for the Chief of Staff, subject as above, from Foreign Liaison Section, G-2, February 25, with pencil marginal note thereon by Commanding General, Army Air Forces, directing this division to prepare a memorandum after consulting AAF Training and Materiel Divisions and the Office of the Assistant Chief of Staff, G-2. This direction has been complied with and resulting draft of memorandum for the Chief of Staff is inclosed herewith.

2. In brief, the results of the investigation are as follows:

a. It is not clear from where General Toro got the information that Bolivia had requested that 320 horsepower Pratt and Whitneys be placed in Stearman PT's. In any event, that request did not reach the Joint Aircraft Committee and if it had, would probably have been disapproved as the project would have been experimental and have taken more time to test them than it would be worth.

3. A Bolivian request for Wright R-760 engines did reach the Joint Aircraft Committee, and was disapproved due to lack of availability of the engine. The Lycoming R-680-9 engine approved for installation in the Bolivian plane is a better all-around engine than the R-760, as indicated in draft of memorandum for General Marshall.

For the Chief of the Air Staff:

R. L. WALSH,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-2.

FOR DEFENSE BUY UNITED STATES DEFENSE BONDS AND STAMPS

Incl.
Drft. of memo
to C/S w/2 incls.

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Air AG 9021 Bolivia (6)

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DOD Dir. 5200.9 Sept. 27, 1957
Authority NND 760033 By NARS, Date 12-7-76

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AFABI
WRB/hsb
(Wtn 3/23/42)

452.1 Bolivia (6)

not sent

MEMORANDUM FOR: Commanding General, Army Air Forces.

Subject: Airplanes for Bolivia.

1. Reference is made to Memorandum for the Chief of Staff, subject as above, from Foreign Liaison Section, G-2, February 25, with pencil marginal note thereon by Commanding General, Army Air Forces, directing this division to prepare a memorandum after consulting AAF Training and Materiel Divisions and the Office of the Assistant Chief of Staff, G-4. This action has been complied with and attached draft of memorandum for the Chief of Staff is forwarded herewith.

2. In brief, the results of the investigation are as follows:

a. It is not clear from above General Rose got the impression that Bolivia had requested that 500 horsepower Pratt and Whitneys be placed in Vultee V-11's. In any event, this request did not reach the Materiel Division and if it had, would probably have been disapproved as the project would have been unattainable and have taken more time to test than it would be worth.

b. A Bolivian request for Wright R-760 engines did reach the Materiel Division, and was disapproved due to lack of availability of the engine. The following Bolivian request for airplanes in the Materiel Division files is a letter requesting one pilot plus the R-760, as mentioned in draft of memorandum for General Marshall.

For the Chief of the Air Staff:

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Sec'y [illegible] Staff	A.A.G.	AFATC A-1	A-2	AFAMC [illegible]	[illegible]	[illegible]	A-Insp.	Budget	Stat-istics
	Rec'd. 4:45 p.m. 3/23 W/B Memo.			R.L.W.	[illegible] Air Corps, Assistant Chief of the Air Staff, A-3.					

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8 Jan. & 30 June 1974
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AIR-ghf (Wtn 2/13/42)

1st Ind.

War Department, Hq. Army Air Forces FEB 19 1942
To Chief, Air Service Command, Office Chief of the Air Corps.

1. Radio from Military Attache, La Paz, Bolivia, February 10th, advises that the three AT-6A airplanes in question have already been shipped to La Paz where they are under guard and ready for assembly at any time.

For the Chief of the Air Staff:

MARTIN F. SCANLAN,
Brigadier General, U. S. Army.
Assistant Chief of the Air Staff, A-2.

452.1 Bolivia (5)

Dispatched
FEB 20 1942
AAG

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

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Air ac 452.1 Bolivia (5)

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8 Jan. & 30 June 1974
By ltr. [illegible] Date 10-7-76

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AT-6A Airplanes for Bolivia. FEB 9 1942

Chief, Air Staff, A-2.

1. This office has been informed that the three AT-6A airplanes shipped from the North American Aviation Corporation to Lagun, Bolivia, are now at Arica, Chile, held at that point due to the lack of railway rolling stock facilities on which to transport to destination.

2. It is requested that the Military Attache in Chile be requested to arrange for the movement of these planes together with spare parts to the Port of Mollendo, Peru, from which point rail, boat and rail facilities are available to handle to Lagun, Bolivia. This action is to be taken by the Military Attache in Chile if and when it has been determined by the Military Attache in Lagun that it will be impossible to set these planes up at Arica and to fly them to Lagun.

3. In this connection, it is advised that it may be possible to secure mechanics from the Headquarters of the Caribbean Defense Command in the Canal Zone to assemble these planes at Arica and prepare for flyaway. However, failure to secure assistance in this manner, the only method by which delivery can be effected is as outlined in paragraph two above.

For the Chief of the Air Corps:

W. T. HEFLEY
Major, Air Corps,
Executive, Air Service Command

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DOD Dir.
5 Jun. & 30 June 1954
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Plane for Air Mission to Bolivia.

8 AAF OCAC (Cont'd)
A-2 Intel.

4. If the use of a twin-engine airplane in the immediate future is advisable to carry Bolivian officials, this Division has no objection to utilizing the services of the C-45 now assigned to the Military Attache and Assistant Military Attache for Air at Bogotá for such time as may be required for the above purpose, if it can be spared.

Incl. n/c

M. F. S.
C/A-2

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Deputy Chief of Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- M'D	A. Insp.	Budget	Statistics	

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6 Jan. & 30 June 1974
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3.

3. AAF OCAC 1941
A-2 Intel. 12/24

AAF/A-2
ALR-ghf

1. It will be impossible at this time to supply a B-25 for use of Air Mission in Bolivia.

2. As soon as a C-45 or other suitable twin-engine airplane is available, this request will be given immediate consideration.

3. It is the opinion of this office that a C-45 Beechcraft can operate suitably from Cochabamba, Bolivia, where the mission is based. C-45's are operating consistently [illegible] elsewhere in this territory. [illegible] have operated there regularly.

Chief of Staff	Secy War Staff	A.A.G.									

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AirAG 452.1 Bolivia (3)

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SUBJECT: Plane for Air Mission to Bolivia.

1. OCAC OCAC 1941
Intel. Mat. 12/11

(2-C-2) FWS:fal

1. Attached hereto is Disposition Form MID 210.68 Bolivia (11-16-40), same subject as above, under date of December 6, 1941, together with a letter addressed to A.C. of S., G-2, War Department, Washington, D. C., by the Military Attache, La Paz, Bolivia, under date of November 27, 1941.

2. Information is requested upon which to base a reply.

JOT
C/OCAC Intel.

1 Incl.
W.D.Disp.Form
12/8/41 w/1 incl.

---

2. OCAC Air Staff 1941
Mat. A-2 12/18.

1. Forwarded to your office for a decision.

O. P. E.
Chief, Mat. Div.

1 Incl. m/c

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DOD Dir. 5 Nov. & 20 June 1974
By dlw/ltr 10 Dec. 8-7-76

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G-2/WA
JSW
WMA

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

G- MID 210.68 Bolivia (11-16-40)
SUBJECT: Plane for Air Mission to Bolivia.

Date: December 6, 1941.

TO: Chief, OCAC, Intelligence.

FOR: Information for reply.

For the Acting A. C. of S., G-2:

RALPH C. SMITH,
Colonel, General Staff Corps,
Executive Officer, G-2.

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LOO Rts.
6 Jan. & 30 June 1974
By: [illegible] EO: Dec. 31, 7[illegible]

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AMERICAN LEGATION
Office of the Military Attache
La Paz, Bolivia

November 27, 1941.

SUBJECT: United States Air Mission

TO: A. C. of S., G-2, War Department, Washington, D. C.

1. United States Air Mission arrived in Bolivia by train from Africa at 8:30 P.M. November 25, 1941. The Mission consisted of Lieutenant Colonel Edward H. Porter (accompanied by his wife and two children), Staff Sergeant Ralph M. Plowman (accompanied by his wife) and Staff Sergeant Anthony B. Garcia.

2. Colonel Porter informed the Military Attache that he was to receive a bimotored Beechcraft plane, for use by the Mission in Bolivia. Bolivians have formed an adverse opinion of Beechcraft material, due to the accident which Suarez Rivas had in a Beechcraft plane in Washington, D. C. Also, based on performances here, it is certain that a Beechcraft cannot perform satisfactorily at this altitude. The officials of the Bolivian Government are anxious to make trips with the Air Mission (which they consider as belonging to Bolivia) and it is certain that the President, himself, will desire to be flown by the Mission. In this rugged, high country, with an absence of emergency landing fields, it is imperative that any plane to be used here be capable of returning to its base on a single motor. It would give American equipment an extremely bad name with the Bolivians if high ranking officials were forced down or injured because of poor performance. It appears that the only airplane capable of giving the necessary performance is a Douglas B-23. Accordingly, it is requested that such a plane be sent as soon as possible.

3. It must be remembered that the Bolivian Government was promised that the Mission would bring a bimotored plane for instructional purposes and they are anxiously awaiting the arrival of such.

/S/ Clarence W. Bennett
Lt. Col., Cavalry, D. C. L.
Military Attache

CWB:r

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DOD Dirs. 5 Jan. & 30 June 1976
By ... NO Date 10-7-76

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

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

File No. 452.1-Bolivia (2)

Tally No. AAF/3933

CONFIDENTIAL DECLASSIFIED

Subject: Aircraft for the Bolivian Mission

NO.	FROM	TO	DATE	COMMENTS
4.	Mat. Div. (4-G-3)	C/AC THRU T&O Div. and Intell. Div.	1941 11-14	1. With the approval of Major Vandenburg and Lt. Col. Theo I. Koenig, it was decided that AT-6A airplanes should be sent to Bolivia, instead of the BT-13A airplanes, as the BT-13A airplane is not equipped with a constant speed propeller or a manifold pressure gauge, and to manufacture necessary parts would have caused an additional delay of approximately three weeks; therefore, orders were issued to the manufacturer to crate and prepare for shipment three AT-6A airplanes. The latest information is that the airplanes will be ready for shipment from the North American Aviation Company, Dallas, Texas, December 1, 1941. 2. The three crated PT-19's have remained crated and will be a part of a shipment of fifteen PT-19A's going to Brazil. O. E. [illegible] Chief, Materiel Division
	(3-C11)	[illegible]	1941	
5.	T. & O.	Intel.	11-17	1. Noted. G. E. S. Brig. General, U. S. C., Chief, T. & O. Division (2-C-4) JEH:em
6.	OCAC Intel.	OCAC C/AC	NOV 27 1941	1. Noted. C/OCAC INTEL.
7	[illegible]	AAF	11/29	Forwarded

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Page No. ____

C-4652 11/26 (R-2) G-325 R-1282 C-2325 Thos (11-14-41)

A-211/29 P-6071, AC. Reg. 2/1/41

Air AM 452.1 Bolivia (2)

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DOD Dirs.
6 Jan. 4, 20 June 1974
By ALR, Exec. SC, Date 10-7-77

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

SUBJECT: Aircraft for the Bolivian Mission.

NO.	FROM	TO	DATE	DATA
1	AAF A-2	AAF A-3	1941 10/30	AAF/A-2 TJK/ekp 1. The Air Mission being sent to Bolivia has been assigned three (3) PT-19's which are crated and on the docks in Brooklyn scheduled to leave by boat sailing November 7, 1941. 2. The Chief of the Mission, Major Porter, does not feel that the PT-19's will be satisfactory due to the altitude of the flying field (10,000 ft.) from which they must be operated. Because of this fact and the fact that the first task of the Mission is to give a refresher course to some fifty officers who are now rated pilots, Major Porter requests that he be furnished three (3) BT-13 airplanes in place of the PT-19's. The BT-13's have a service ceiling of 20,000 feet. 3. In view of the circumstances, i.e., in that we have committed ourselves to sending an Air Mission and that the attitude of the Administration is to render every possible military assistance to S.A. countries, it is recommended that three (3) BT-13 or similar type airplanes be sent to Bolivia in order that the Mission can efficiently accomplish the purpose for which it is being sent. In addition to the three (3) BT-13 type airplanes it is considered essential that a C-45 airplane also be sent to Bolivia for the use of the personnel of the Mission. The distance between the primary and advanced schools is approximately 200 miles by air and the only means of communication between these two points is by rail which requires sixteen hours. C-45 will provide the desired line of communication which is considered necessary.

C-4552 11/24 (2A-2)
C-335
C-22525-20

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C/A-2.

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~CONFIDENTIAL~~ DECLASSIFIED

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

File No. _____

Tally No. AAF/ _____

Subject: **Aircraft for the Bolivian Mission.**

NO.	FROM	TO	DATE	COMMENTS
2.	AAF C/AS	OCAC	1941 11/3	AAF/A-3 HSV-epb 1. It is desired that the three (3) PT-19's which are scheduled to leave by boat sailing November 7, 1941, for the Air Mission in Bolivia, be uncrated and made available to the activities under the control of the Chief of Air Corps. 2. It is further desired that three (3) BT-13A airplanes be crated and sent to the Air Mission in Bolivia in lieu of the three (3) PT-19's. 3. A C-45 type airplane cannot be furnished at this time. However, 100 additional airplanes of this type are under negotiation for the Army Air Forces. When production schedules are available for this type, further consideration will be given to the Mission in Bolivia with a view to making one available at that time. CS C/AS
3.	C/AC	Mat. THRU T & O and Intel.	11/5	(X) HWB/cj For compliance with Item 2 above. M. S. F., Executive.

(Do not use reverse side)

W-4071, AC. Rev. 8/1/41

C-4552 11/24/41-1

9-335 XF-560

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6 Jan. & 20 June 1974
By [illegible] NC; Date 10-7-76

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452.1 Bolivia D

HHR:jmt

Primary Training Planes for U. S. Air Mission to Bolivia.

1. Air AG G/AG 1941
(Mob.Div.) 10-S

For necessary action.

Dispatched
OCT 3 1941
AAG

H. H. H.
Captain, A.G.D.,
Asst. Air AG

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DOD Ltr. 8 Jan. & 23 June 1974
By [illegible] NC, Date 8-7-76

AFACG-W
Gen. Walsh:mkm:8551

14 September 1945

MEMORANDUM FOR THE COMMANDING GENERAL, AAF:

SUBJECT: Aircraft for Latin America

1. The following program has been set up to provide C-47 aircraft for Latin America:

a. The Office of the Army-Navy Liquidation Commissioner, in conjunction with the State Department, has set up a schedule of aircraft available for surplus sale to Latin America. This schedule provides for the allocation of 84 C-47's as indicated on the attached table. (Tab A).

b. Sales centers are to be set up at Natal, Panama and Miami, for distribution to the east coast of Latin America, the west coast, and Central America.

c. Aircraft will be delivered to the sales centers at Natal and Panama against specific requests from the theater commanders, declared surplus in the theater, and sold by the field representative of the OANLC. All aircraft delivered to these sales centers will be reconditioned and modified as requested by the theater commanders.

d. At the request of Ambassador Berle, the only direct request thus far received from Latin America, 35 C-47's have been allocated to Brazil. Twelve of these aircraft are either at or on the way to Morrison Field, and Air Transport Command has been directed to deliver 23 more there. The first increment of these planes, modified and thoroughly reconditioned, are to leave Morrison for Natal no later than 17 September, with the remainder of the 35 following as rapidly as they can be processed at Morrison Field.

e. Two C-47 aircraft are being reconditioned for the Pluna Airline, to be delivered when the sale agreement has been signed by the Uruguayan Government. Colonel Park will accompany these aircraft to Uruguay.

f. Mr. Brinckerhoff has informed this office that the sale of 3 C-54's at $200,000 each has been negotiated with Argentina. The State Department has informed this office that this sale is subject to the approval of Assistant Secretary of State [redacted]

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Memorandum for the Commanding General, AAF 14 September 1945
Subject: Aircraft for Latin America

4. Ambassador Berle has stated that a need for C-54 transports will exist in Brazil. In order to determine the extent of Brazilian interest and to allay any dissatisfaction which might arise in Brazil as a consequence of the sale of C-54's to Argentina, a demonstration C-54 is to be sent to Brazil. Ambassador Berle has been notified by the State Department to this effect.

5. Three C-47 aircraft are to be provided to the CAMLC for use in connection with the sales centers. One of these will remain in Miami as a show plane, and the other two will be used as demonstrators in Latin America and to transport prospective purchasers to and from the sales centers.

6. The State Department, the CAMLC, and other interested agencies all agree that in view of Latin America's cargo needs, it is preferable to provide a certain number of airplanes which are readily convertible from passenger to cargo use rather than all passenger type aircraft only. The cost of converting C-47's to a combination type is estimated at $5,000 each. Efforts are being made to effect an arrangement whereby AAF depots could perform this type of modification and be reimbursed by the CAMLC.

7. The State Department and Mr. Burden have agreed with the general policy of saturating Latin America with our aircraft.

R. L. WALSH,
Major General, U. S. Army,
Special Assistant to the Commanding General,
Army Air Forces

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TAB A

Quantities, Locations, and Delivery Schedules
C-47 Aircraft For Latin American
Supply Program

CARGO TYPES

	Miami Sales Center	Natal	Panama
September	--	20	5
October	5	--	5
November	5	--	--
December	5	--	--

AIRLINE INTERIOR TYPES*

September	10	15	5
October	--	--	5

* Only 35 are understood to be available.

452 1 Brazil (8.2)

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DOD Wrs.
Sec. 3, EO June 1974
By [illegible] NARS, Date 12-17-76

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SUBJECT: Transport Aircraft for Brazil

TO: General Walsh

9/8/45

FROM: General Baker

1
ICE/es/3373

Please come in to see me at an early date convenient to you on the subject of transport aircraft for Brazil. We must have ready for General Arnold upon his return on or about the 16th the complete status of this project. General Arnold is, as you know, anxious that the Brazilians obtain the transport aircraft they want within 30 days. I am interested now to know that we have acquainted the Brazilians, through proper channels, of the method they must pursue in order to obtain these from the proper disposal agencies of the Government.

I.C.E.

TO: Deputy Commander, AAF

DATE 14 September 1945

FROM: Special Assistant to Commanding General, AAF

COMMENT NO. 2
TBH:mkm:6561

In reference to Comment No. 1, attached is memorandum to the Commanding General, AAF, Subject: Aircraft for Latin America, summarizing the action taken to date.

/s/ T. B. Hall
Col., A.C.

for R. L. Walsh
Maj Gen USA

1 Incl.
Rept. to CG, AAF

Hand carried direct by Col. Hall

[redacted]

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DOD dirs.
8 Jan. & 29 June 1974
By [illegible] NC, Date [illegible]

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AFACG-W
Gen. Walsh:mkm:6561

14 September 1945

MEMORANDUM FOR THE COMMANDING GENERAL, AAF:

SUBJECT: Aircraft for Latin America

1. The following program has been set up to provide C-47 aircraft for Latin America:

a. The Office of the Army-Navy Liquidation Commissioner, in conjunction with the State Department, has set up a schedule of aircraft available for surplus sale to Latin America. This schedule provides for the allocation of 84 C-47's as indicated on the attached table. (Tab A).

b. Sales centers are to be set up at Natal, Panama and Miami, for distribution to the east coast of Latin America, the west coast, and Central America.

c. Aircraft will be delivered to the sales centers at Natal and Panama against specific requests from the theater commanders, declared surplus in the theater, and sold by the field representative of the OANLC. All aircraft delivered to these sales centers will be reconditioned and modified as requested by the theater commanders.

d. At the request of Ambassador Berle, the only direct request thus far received from Latin America, 55 C-47's have been allocated to Brazil. Twelve of these aircraft are either at or on the way to Morrison Field, and Air Transport Command has been directed to deliver 25 more there. The first increment of these planes, modified and thoroughly reconditioned, are to leave Morrison for Natal no later than 17 September, with the remainder of the 55 following as rapidly as they can be processed at Morrison Field.

e. Two C-47 aircraft are being reconditioned for the Pluna Airline, to be delivered when the sale agreement has been signed by the Uruguayan Government. Colonel Park will accompany these aircraft to Uruguay.

f. Mr. Brinckerhoff has informed this office that the sale of 5 C-54's at $300,000 each has been negotiated with Argentina. The State Department has informed this office that this sale is subject to the approval of Assistant Secretary of State Braden.

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Memorandum for the Commanding General, AAF 14 September 1945
Subject: Aircraft for Latin America

a. Ambassador Berle has stated that a need for C-54 transports will exist in Brazil. In order to determine the extent of Brazilian interest and to allay any dissatisfaction which might arise in Brazil as a consequence of the sale of C-54's to Argentina, a demonstration C-54 is to be sent to Brazil. Ambassador Berle has been notified by the State Department to this effect.

b. Three C-47 aircraft are to be provided to the CAMLC for use in connection with the sales centers. One of these will remain in Miami as a show plane, and the other two will be used as demonstrators in Latin America and to transport prospective purchasers to and from the sales centers.

2. The State Department, the CAMLC, and other interested agencies all agree that in view of Latin America's cargo needs, it is preferable to provide a certain number of airplanes which are readily convertible from passenger to cargo use rather than all passenger type aircraft only. The cost of converting C-47's to a combination type is estimated at $5,000 each. Efforts are being made to effect an arrangement whereby AAF depots could perform this type of modification and be reimbursed by the CAMLC.

3. The State Department and Mr. Burden have agreed with the general policy of saturating Latin America with our aircraft.

R. L. WALSH,
Major General, U. S. Army,
Special Assistant to the Commanding General,
Army Air Forces.

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Ltr. USA to Brazil (F-2)

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TAB A

Quantities, Locations, and Delivery Schedules
C-47 Aircraft for Latin American
Supply Program

CARGO TYPES

	Miami Sales Center	Natal	Panama
September	--	20	5
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November	5	--	--
December	5	--	--

AIRLINE INTERIOR TYPES*

September	10	15	5
October	--	--	5

* Only 35 are understood to be available.

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1 OPD
2 Chief of Staff
3 Secretary of War

3 - Signature
1 AC Coordination

AFMSA-S

Col. Bunker/71500

Availability of C-47 Aircraft for Possible Sale to Brazilian Airlines. 17 Aug. 1945

1. Attached is a letter prepared for the signature of the Secretary of War in answer to an inquiry from the Secretary of State regarding the availability of C-47 aircraft for possible sale to Brazilian airlines.

For the Commanding General, Army Air Forces

Signed
George P. Lovelady, Major
for
H. S. Bunker
Colonel, A. C.
Deputy Chief, Materiel Div.
Office, ACofS, M & S

1 Atch.
Ltr dtd 17 Aug 45
to Dep. of State.

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AA 452-1 Brazil (21)

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6 Jan. & 30 June 1954
by [illegible] NC, Dec 8-1-76

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Lt.Col.H.H.LeTendresse/lb/
71633 AFDMA-3

20 August 1945

The Honorable
The Secretary of State
Washington 25, D. C.

Dear Mr. Secretary:

This is in reply to your letter of 7 August 1945 regarding the availability of C-87 aircraft for possible sale to Brazilian Airlines.

The Army Air Forces can make surplus as many C-87 aircraft as may be necessary to accomplish the purpose referred to in telegrams attached to the above letter.

The Army Air Forces are now planning to make available 64 C-87's for sale to Latin countries through surplus disposal channels. From present information, an additional 200 may be declared surplus before the end of the year, and as such, be available for disposal.

Sincerely yours,

Secretary of War

AFDMA-3 MDA-1 AFAMS DDO-5 OSAR Gen.Ralph Mr.Lovett

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DOD Dir. 5 Jan. & 30 June 1974
NSC Date 1-7-76

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ARMP
JCS/mw/72692
ortn 24 Nov 44

Cancellation A-35 Aircraft - Brazil.

AC/AS, M-6

NOV 24 1944

JCS/mw/72692

AC/AS, Plans

1. On this date a cable was dispatched to CG USAFBA (Maj General R. E. Weston) advising him that the AAF contemplate the replacement of the fifty (50) A-35 airplanes now in process of delivery to Brazil with B-25H aircraft, and that until further instructions were issued that the A-35 airplanes would remain at their present locations.

2. Because of the unsatisfactory history pertaining to the attempted delivery of these aircraft and the unfavorable reaction which would result were delivery continued, these aircraft officially allocated to Brazil by the Munitions Assignments Committee (Air), Case No. 988 on 21 June 1944 must be cancelled. (Cancellation of this case has been recommended by CG USAFBA and the Military Attache in Brazil.)

3. Instructions as to the disposition of the A-35 airplanes will be issued at a later date.

4. Major General R. L. Walsh, Special Assistant to General Arnold on Latin American affairs and General Weston will monitor the program of exchanging the B-25 aircraft for the A-35's and the project will be implemented by the Joint Brazil U. S. Defense Commission.

RECEIVED

JOE L. LOUTZENHEISER
Brigadier General, U. S. A.
Chief, Operational Plans Division

CS tot
AC/AS, OCR
Chief of Air Staff
AC/AS, Plans (Logistical Plans Division)
General Walsh
Joint Brazil U. S. Defense Commission

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452.1 Brazil COPY FOR CHIEF OF AIR STAFF (78)

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DOD Dir. 5200.9 & 30 June 1974
By John Lesh, NSC, Date 10-7-76

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Status of A-35 Airplanes for Brazil

General Echols
General George
XXXX General Eater in turn

27 November '44

1

WAL/hd/3373

FROM: Chief of the Air Staff

1. The following extract is quoted from a Daily Activity Report rendered by the Assistant Chief of Air Staff, M&S recently:

"As of 18 November, five of the 50 A-35 airplanes allocated to Brazil had been delivered to the recipient. Status of the 45 airplanes undelivered was as follows:

5 crashed within the U.S.
8 Crashed outside the U.S.
2 were enroute outside the U.S., unreported
7 were flyable and were being held at foreign stations along the route
23 were grounded for mechanical trouble along the South Atlantic route"

To the foregoing General Giles commented to the addressees of this paper:

"This is a very poor set-up -- What are your recommendations! BMG"

2. Your remarks regarding the foregoing are desired by the Chief of the Air Staff by comment hereon with the least practicable delay.

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

27 NOV 1944

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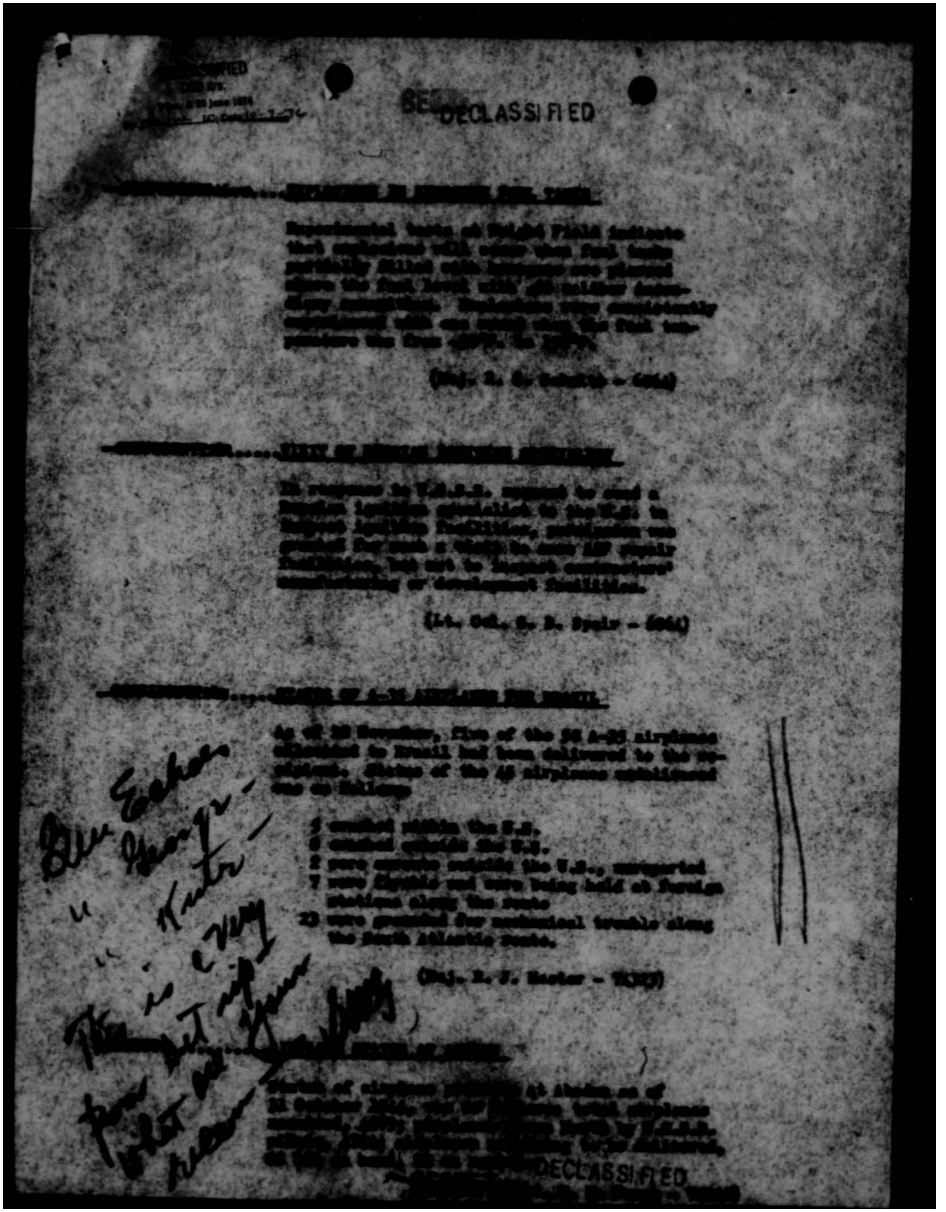

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DOD Dir. 5200.9
8 Jan. & 20 June 1974
By ltr. Carr, HQ, Date 10-7-76

~~CONFIDENTIAL~~ DECLASSIFIED

28 September 1944

His Excellency
Dr. Joaquim Pedro Antonio Salgado Filho
The Air Minister of Brazil
Air Ministry
Rio de Janeiro, Brazil

My dear Mr. Minister:

I wish to express my sincere appreciation for the good wishes and gracious remarks which were conveyed to me by Lt. Colonel Carr, of my staff, after his recent visit with you in Brazil.

In reply to your request for my assistance in securing favorable action on the allocation of 25 AT-6's to your Government, it is with great pleasure that I inform you that such action was taken by the Munitions Assignment Committee yesterday.

I have conveyed to Admiral King the urgency of your message requesting the allocation of two small tankers for the transportation of aviation gasoline to Porte Algre and although action has not been taken on this matter I sincerely hope it will be favorable.

In the not too distant future I hope I will be able to discuss with you personally the Brazilian Air Force which is making such strides under your guidance.

Sincerely,

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

452.1 Brazil (7-8)

Rec'd from Col. Carr's Office 25 Sept 44

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DECLASSIFIED
DOD Dir. 5 200.9 & 30 June 1974
By: Sheafer NSC Date 10-7-76

dispatched from Gen. Arnold's office 9/14/44

September 16, 1944

Major General Ralph Royce
Commanding General
U. S. Army Forces in South Atlantic
Natal, Brazil

Dear Ralph:

In General Arnold's absence I am replying to your letter to him of 26 August.

I agree with your observations to the effect that we must not deliver obsolete or inadequate aircraft to the South American countries and should not allocate them simply because they are available and we are not using them. As far as Brazil is concerned we shall eagerly await the results of the survey by General Harmon's group.

We are thinking of the best way to render assistance to the South American countries in the matter of aviation training. Perhaps we should offer them a complete flight training "package" for equipment in whole or in part, depending on what each country needs and can afford. Such a "package" would consist of a standard Air Station organized by personnel, equipped (ground and air), and schedule to provide technical and administrative instruction and perhaps some operational instruction such as gunnery, bombing, communications, aerology, hospital, supply and the principles of air logistics. For these countries (like Brazil) that possess military air training to be given to civilians, there would be included a civilian element with light type aircraft and equipment for ground instruction of students prior to their acceptance by the military air arm. This civilian element would function in a manner similar to that employed by the Civil Air Patrol in giving instruction in the United States. For ultimate aim should be one combined American military mission covering all necessary instructional phases and working in harmony to render the maximum training assistance to South American military establishments. The immediate problem is separate and distinct and how many individuals which should not be permitted to become involved with the training assistance part of the program.

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Maj Stebbins/bs/5132
AFOCR
wrtn 11 Sept 44

The foregoing is, of course, for your own information only. Policies and objectives are not yet finally established. I am, however, anxious that people like yourself, who are directly concerned, should know what is brewing and have an opportunity to make comments and suggestions.

Sincerely yours,

Signed

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

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

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DECLASSIFIED DOD Dir. 5200.9 & 30 June 1974 Date 10-7-76

HEADQUARTERS
UNITED STATES ARMY FORCES SOUTH ATLANTIC
RECIFE, P. PERNAMBUCO, BRAZIL

APO 676, c/o Postmaster,
MIAMI, FLORIDA

28 August 1944

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

Dear General Arnold:

I appreciate your letter of 14 August giving me the information concerning the number of aircraft we have surplus to our military requirements. I have been giving the subject of equipment being obtained by the Brazilian Government considerable thought and attention, and would therefore like to present the situation as I see it for your consideration before taking the matter of supplying more equipment to Brazil up with the Brazilian officials.

Since arriving here, it has been apparent to me that the Brazilians have more equipment on hand than they are using effectively. I believe that a large percentage of these planes are out of commission, largely from lack of proper maintenance. I have been trying to get definite data on the number of flying hours per month per airplane and have been unable to do so. However, Colonel Barclay, Air Attache, has been working on this problem also and informs me that from his past information they are flying the planes an average of only four (4) hours per month. They may be due to lack of proper maintenance, friction between Regulars and Reserve Officers or pure lack of interest in flying -- I do not know which, but it is obvious that they do not have a properly balanced organization with qualified engineers, mechanics and sufficient pilots to operate the number of planes they now have on hand and on order.

I understand that in spite of the shortage of pilots, a number of the reserve pilots who have been sent to the U. S. for training are not being called to active duty with the Brazilian Air Force and that a number of them are attempting to get commercial jobs with the local airlines.

As you probably know, we have been having considerable trouble delivering the fifty (50) A-35 airplanes which the Brazilians took on lend-lease, largely due to motor troubles caused by high oil consumption. From the information I have been able to get, it appears that most of these planes have developed cylinder rust which is causing them to wear out extremely fast. I personally believe that deliveries of unsatisfactory equipment to the Brazilians will have a very serious adverse effect.

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General H. H. Arnold
Washington, D. C.
26 August 1944

With regard to your request that I contact proper authorities concerning the number of airplanes Brazil could use in the future, I suggest that my recommendation be made after the group of USAAF officers referred to in Tab C of your letter dated 8 August 1944, subject: "Brazilian Air Force Organization and Training," has completed its tour and conversations in Rio. I suggest this as alternative to contacting Brazilian authorities, either the Air Minister or his immediate advisors, at the present time, as they are likely to make a snap judgment without due consideration being given to an adequate organization or complete knowledge of problems involved with the delivery of additional aircraft. With the return of the Brazilian Air Force Officers now taking General Staff courses at Leavenworth, the Air Minister should also become more fully advised on the subject.

In view of the above, it is my personal opinion that no more aircraft should be allocated to the FAB until further studies are made and a definite program or plan prepared which will insure proper maintenance and utilization over a long period of time. Therefore, I have not consulted any of the officers in the Air Ministry and recommend that this be deferred pending results of later conferences when the AAF officers are here.

Sincerely yours,

/s/ Ralph H. Wooten
RALPH H. WOOTEN,
Major General, U.S.A.,
Commanding.

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DOD Dir. 5200.9
Sec. 4 of 20 June 1974
By [illegible] Date 12-2-76

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TO: Secretary of the Air Staff

DATE: 18 JUN 1944

FROM: AC/AS, Operations, Commitments & Requirements

COMMENT NO. 2
AC/AS 71695

1. War Department message No. 45976 dated 2 June 1944 confirmed the authorization for conversion of subject B-17 airplane.

Encl:
N/C

H. A. CRAIG
Major General, USA
Asst Chief of Air Staff, Operations,
Commitments and Requirements

Noted
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DOD Dir.
5 Jan. & 20 June 1974
By: [illegible] LC, Date 10-2-76

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Modification of B-17.

Assistant Chief of Air Staff, Operations, Commitments & Requirements
Secretary of the Air Staff

2 June 44

1

TAF:JB 5789

For necessary action.

T. A. FITZPATRICK,
Colonel, G. S. C.,
Secretary, Air Staff

1 Incl.
Cy No. 8 of CM-IN-816
(1 Jun 44)

SAS 452.1 Brazil (7)

2 JUN 1944

AAG

OFFICE SYMBOL	1	2	3	4	5	6
SIGNATURE OF RESPONSIBLE OFFICER						
INTERNAL OFFICE COORDINATION						

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6 Dec & 20 June 1974
by [illegible] JC; Date 10-7-74

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Used AAF Aircraft for the Technical (Riddle) School in Sao Paulo, Brazil

Munitions Assignment Committee (Air)
Attention: General Jamison
Deputy Chief of the Air Staff, General Hall

29 Mar 44

3

WHB/ec/3246

1. Attention is invited to the basic correspondence enclosed in which the Joint Brazil United States Defense Commission in Washington confirms its approval for the supply of certain used flyable aircraft to Brazil; enclosed comments of A/C of Air Staff, OCAR.

2. It is requested that this project be submitted to the early consideration of the Munitions Assignment Committee for the assignment of the aircraft listed.

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

cc:
Maj.Gen. J.G.Ord, Chief, Joint Brazil U.S.Defense Commission
Maj. W.W.Roberts,Jr., Rm 5D-887

Dispatched
30 MAR 1944
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AAG 452.1 Brazil (3-29-44)

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AAG 452.1 Brazil 3-29-44

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Disposition of Allocation of P-47 Aircraft for Brazil

AC/AS, Plans 5 Mar 44

Deputy Chief of Air Staff 1
WHE/ovs/72b87

Will you please furnish information desired in paragraph #3 to AC/AS, MMAR.

1 Incl.
[redacted] memo for Chf Sec MMAR dtd 25 Feb 44 this subj.

KENNETH B. WOLFE,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

452.1 Brazil (2)

6 March 1944
AMC

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28 February 1944

Major General R. L. Walsh
U.S. Army Forces South Atlantic
A.P.O. #676
c/o Postmaster
Miami, Florida

Dear General Walsh:

I am enclosing two letters which I believe are self-explanatory. Upon receipt of Bromo Selser's letter of 15 February, General Ord sent an officer down to see me to ask briefly "what was cookin'". I discussed, in as general a manner as possible, what you were doing in connection with your plan for FAB expansion and suggested that he reply to Bromo stating that he (Bromo) was not to be concerned at the moment with the plan on which you were working. As you will note General Ord dispatched such a letter. If I understand it correctly General Ord should not be in on your present operation in connection with the preparation of the expansion plan because I feel that the first man who should approve such a plan is General Arnold. It might be a good idea to put a bug in Bromo's head to this effect if you agree.

We are hoping momentarily to hear when Eduardo Gomes is coming up.

Helena and the kids join me in best regards.

Sincerely,

Dispatched
29 FEB 1944
AAG

Signed

2 Incls.
Cy Memo 2-15-44 to Gen Ord fm Col Selser
Cy reply 2-26-44

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

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DOD Ltr
8 Jan & 20 June 1974
By: [illegible] C; D~~SECRET~~ 12/26

Air AG 452.1 Brazil (2)

Air AG 4:21 Brazil (2)

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DOD Dir. 5200.9 & 10 June 1974
By dlw Nara, DC, Date 10-7-76

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AFAFS
CSV/ax/73478

1 March 1944

SUBJECT: Proposed Blanket State Department Authorization for Brazilian Military Aircraft Entering U. S. Territory.

TO : Assistant Chief of Staff, G-2, War Department General Staff, Pentagon Building, Washington 25, D. C.

1. Enclosed is proposed draft of reply to letter from the Secretary of State (AD 832.2311/92), above subject, for signature of the Secretary of War.

2. Also inclosed is draft of reply showing coordination, by initials, of Colonel C. A. Bresnell, Office of the Assistant Secretary of War for Air.

For the Commanding General, Army Air Forces:

for HUBL REITER
Lt. Colonel, Air Corps
Deputy Chief, Flying Safety

2 Incls
Incl 1 - Draft of reply
Incl 2 - Draft showing initials of Col. Bresnell

COPY FOR AFMAO 452.1 Brazil (65)B.

Carried by hand by oper. from AFDFS

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The Secretary of War presents his compliments to the Honorable Secretary of State and acknowledges receipt of Mr. Berle's letter (AD 852.2711/92) addressed to the Commanding General, Army Air Forces under date of 19 February 1944.

The Secretary of War is pleased to indicate that the War Department has no objection to the extension of a blanket authorization, good until further notice, for Brazilian military aircraft to enter, pass through, and depart the United States and possessions thereof, subject to the following conditions which shall govern each and all flights:

a. Entry into the United States will be made via one of the following airports which normally serve as entry for all aircraft including those of the United States:

Kelly Field, San Antonio, Texas
Love Field, Dallas, Texas
Municipal Airport, Brownsville, Texas
Biggs Field, El Paso, Texas
March Field, Riverside, California
36th Street Airport, Miami, Florida
Morrison Field, West Palm Beach, Florida
Homestead Field, Homestead, Florida

b. All aircraft will comply with existing rules and regulations applicable to military aircraft and flying personnel of the United States.

c. Pilots, upon arriving at one of the above mentioned entry stations, will confer with competent [illegible] authorities in order to secure compliance with existing regulations and to enable these authorities to arrange for the convenient and expeditious movement of Brazilian aircraft while in the United States.

d. Prior notification will be waived except for filing of a regular approved civil or military flight plan, except in case of aircraft en route to or in transit through restricted areas, which are shown in applicable air route guides, in which case 24-hour advance radio notice will be forwarded to the Commanding General of the restricted area in order to expedite movement of such aircraft through the restricted area.

The Secretary of War desires to call the attention of the Honorable Secretary of State to the fact that, under existing regulations, the pilot or co-pilot of aircraft in flight within the United States or the Panama Canal Zone must speak sufficient English to be able to converse with ground radio stations and with airport control towers. These regulations have been promulgated because of the lack of sufficient linguists to accomodate air crews moving into or through areas under the control of the United States or in the United States.

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The Secretary of War will be pleased to effect such changes in present procedures as are necessary upon receipt of information from the Department of State as to the effective date of commencement of the new regulation and its scope.

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DOD Dir.
5 Nov. & 30 June 1974
By: Alex Lyon, LC. Date: 7-7-75

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AFAIP
OPD&E/lvb/2642
Drfn 22 Feb 44

25 FEB 1944

MEMORANDUM TO ASSISTANT CHIEF OF STAFF, G-2
WAR DEPARTMENT GENERAL STAFF

Subject: Proposed Blanket State Department Authorization for Brazilian Military Aircraft Entering U. S. Territory.

OFFICE OF SIGNATURE

I. Discussion

Reference is made to attached letter from the State Department, AD 020.2312/78, dated 19 February 1944, pertaining to clearance procedures for Brazilian Military aircraft desiring to enter or depart United States territory. The suggestion is made that it would greatly facilitate the entry of these Brazilian military aircraft into the United States if the State Department granted Brazil a blanket authorization for flights of Brazilian Military aircraft... into and out of United States territory. The granting of this suggested blanket State Department authorization is strongly recommended by this Headquarters.

452.1 Brazil (65)

II. Action Recommended

It is recommended that necessary action be taken by the War Department to obtain such a blanket authorization with the least possible delay.

For the Commanding General, Army Air Forces

Signed
Barney M. Giles,
Major General, U. S. Army,
Chief of the Air Staff.

Dispatched
25 Feb 1944
AAG

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Air Adm 452.1 Brazil (6-3-44)

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DEPARTMENT OF STATE
WASHINGTON

In reply refer to
AD 832.2311/92

DECLASSIFIED
Per State Dept
By [redacted] LO; Date 8/4/76

February 19, 1944

[redacted]

Commanding General,
Army Air Forces,
Headquarters, Army Air Forces,
Washington, D. C.

Sir:

The Department encloses herewith a paraphrase of telegram no. 974 of February 15, 6 p.m., from the American Embassy at Rio de Janeiro pointing out the desirability of having blanket permission granted for Brazilian military aircraft to enter the United States.

Under the provisions of Section 6 of the Air Commerce Act of 1926, as amended, aircraft a part of the armed forces of any foreign country may enter the United States, including the Canal Zone, only in accordance with an authorization granted by the Secretary of State. In the absence of an international agreement on the subject such authorization has in the past been granted only on the basis of individual requests received by this Department from the foreign diplomatic mission concerned. In this connection, a number of routine requests of this nature have from time to time been received by the Department from the Brazilian Embassy and action thereon has been taken by the Department after consultation in each case with the War Department.

It is entirely agreeable to this Department to grant a blanket authorization good until further notice for a Brazilian military aircraft to enter the United States, subject to compliance with any regulations that may be applicable to such flights. However, before instructing the American Embassy to infer the Brazilian Government of the granting of such blanket authorization, the Department desires to have the War Department's views regarding the matter.

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In connection with the foregoing, particular attention is invited to the fact that whenever foreign military aircraft have had occasion to transit the Canal Zone, this Department has in granting the necessary authorization called particular attention to the necessity of complying with special regulations governing entry into and departure from the Canal Zone. A copy of these requirements is attached. It will be observed that these requirements have been drawn up with particular reference to flights outh from the United States. If there are to be any entries into the Canal Zone by Brazilian military aircraft coming from Brazil, presumably the War Department will wish to consider the matter of indicating the specific requirements to be met with reference to entry into the Canal Zone for northbound flights.

If the War Department concurs in the plan to grant blanket authorization for the entry of Brazilian military aircraft., it would be appreciated if this Department could be informed as to the nature of the instructions which should be given to Ambassador Caffery at Rio de Janeiro with reference to compliance with the Canal Zone regulations.

It is believed that this Department should also be informed as to whether the War Department feels that the proposed blanket authorization should be applicable also to Puerto Rico and the Virgin Islands.

Very truly yours,

For the Secretary of State:

/s/ A. A. Berle Jr.

ADOLF A. BERLE, JR.
Assistant Secretary

Enclosures:

1. Paraphrase of telegram.
2. Copy of requirements.

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REQUIREMENTS OF THE CANAL ZONE AUTHORITIES
TO BE OBSERVED BY FOREIGN MILITARY AIRCRAFT
ENTERING AND DEPARTING FROM THE CANAL ZONE

In as much as all foreign aircraft flying over the Panama Canal Zone must be escorted by United States Army aircraft from a point two hundred miles distant from that zone, the above-mentioned Brazilian planes should approach the Panama Canal Zone via the commercial air lanes in the direction of David, Panama. Before reaching this point, or after landing there, the flight commander should notify the Commanding General of the Panama Canal Interceptor Command, and furnish the following information:

Type, number and identification marks of the aircraft.

Estimated time of arrival at David, if the planes have not yet arrived there.

Frequency of radio transmission of the aircraft.

Authenticator. This is a means of identification concerning which the flight commander will be informed at Duncan Field, San Antonio, Texas.

The planes should not proceed beyond David until they are met by the escort of the United States Army aircraft.

If cameras are carried on board the planes, they must be sealed while over or in the Panama Canal Zone.

It is requested that a copy of this note be furnished the flight commander, who should keep it on his person while flying over territory under the jurisdiction of the United States.

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PARAPHRASE OF TELEGRAM RECEIVED

FROM: AMEMBASSY, RIO DE JANEIRO

TO: Secretary of State, Washington

DATED: February 15, 1944, 6 p.m.

NUMBER: 374

Aircraft belonging to the Brazilian Air Force have been allowed to fly into the United States for overhaul, etc., subject only to the giving of notice to the War Department in Washington, ever since United States aircraft have been granted the unrestricted privilege of dispatching great numbers of United States Army and Navy planes into and through Brazil. Compared to the number of planes belonging to the United States which have flown to Brazil, the number of these Brazilian planes flying to the United States is very small.

The War Department has recently sent two messages to the Military Attache on the subject of the flight of a CT-60 plane belonging to the Brazilians, to the United States. These messages appear to indicate that we are departing from the arrangements which have been applied and it is now stated by the War Department that flights by Brazilian aircraft must be approved by the Department of State in advance, etc. It would be unwise to interfere with the present procedure.

I do not need to mention that our numerous air operations in Brazil would be considerably hampered should the Brazilians choose to retaliate, which they might do.

Appropriate instructions from the War Department would be appreciated by Colonel Selser.

GAFFNEY

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AFAEP/KHR/jn/72692
Rewritten AFMAG/WDG/lmg

19 AUG 1943

His Excellency,
Dr. Jose Pedro Joaquim Salgado Filho,
Minister of Air for Brazil.

My dear Mr. Minister:

In General Arnold's absence, I am replying to your communication of 27 July 1943 and its inclosure, setting forth your requirements for the Brazilian Air Force. A copy of these requirements, furnished by the Joint Brazil-United States Defense Commission, has been studied and made of record by this headquarters.

It is my understanding that the points which you raise have already been presented to the Joint Brazil-United States Defense Commission and that Major General J. Carvacho Cid, the senior member of the North American Delegation, has informed you of the status of possible action to be taken on these points.

Your problems are fully appreciated by all of us here, and we shall make all efforts to do everything in our power for you.

Please accept my assurances of highest esteem.

Sincerely yours,

Signed

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

Originated
19 AUG 1943
AAG

Copy for CAS

Air AG 452.1 Brazil (8-19-43)

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DOD Dir 5200.9
E.O. 12356
By Alden Mac, NARA Date 12-7-94

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Preparation of reply to Dr. Salgado Filho

AC/AS, Plans. 14 Aug 1943

Chief of the Air Staff. 1

RSH/ie/73691

1. There is enclosed herewith a letter from Dr. Salgado Filho, Minister of Aeronautics of Brazil to General Arnold.

2. Please have a suitable draft of reply prepared for General Arnold's signature and return to this office.

ROBERT H. HARPER
IA. Colonel, Air Corps
Asst Secretary, Air Staff

Incls
Ltr to Gen. Arnold, 27 Jul 1943, fm Dr. Filho.

Downgraded 16 Aug 1943 AGO

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Air AG 452.1 Brazil (64)

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DOD Dirs.
8 Jan. & 30 June 1974
By [illegible] NC; Date 10-7-76

ATC

APR 7 1943

Brig. General Robert L. Walsh, USA
Commanding General,
South Atlantic Wing,
Air Transport Command,
c/o Postmaster, Miami, Florida

Dear Bob:

Thank you for your letter of March 16, and for your explanation of some of your difficulties.

The Transport Command is conducting a briefing school and some of the graduates should be available to you soon. They will not have the years of experience that we would like but they are active, intelligent young men and if you will intersperse them among your men of greater experience I believe that they will turn out well and be of aid.

I understand the need for additional communication facilities and something will be done about that soon. Additional facilities are now being installed; it remains to be seen whether or not this will be a sufficient addition, taking into consideration the increase in traffic which we will have this year.

I am glad to have your note, for it serves to remind me to write to you about something I have intended saying to you for some time. While your job is a big one, it is continually going to get bigger. Two things you must do: 1. Continue to build up the strength of your staff, in order that they can take some of the load and responsibility. 2. Do not keep in your organization men who cannot assume responsibility and get the job done for you; the requirements of the war are such that you cannot be sympathetic with people who fail to perform. This advice is not given to you alone, I am endeavoring to have all of our people follow these principles. It is, however, rather

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By ____ NCI Date

especially appropriate to your problem, for you are endeavoring to do two big jobs; the Wing and the Theater.

I see that we are losing a lot of airplanes in the area between Miami and Natal; too many. Do what you can to reduce these losses.

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

Unpublished
APR 7 1943
AAF

1 Sec
ltr 4/1/43

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DOD Dir.
5 Jan. & 30 June 1978
By [illegible] SC. Date 10-7-78

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DEC 18 1942

His Excellency,
Dr. Carlos Martins,
Ambassador of Brazil,
2020 Massachusetts Avenue,
Washington, D. C.

Excellency:

In the interest of facilitating the defense of certain southern outposts in Brazilian waters, the Brazilian Aeronautical Board took action to provide to Brazil 30 Lockheed Hudson (A-28) airplanes at a rate(illegible) of 10 in October and 20 in November. The Brazilian appreciation for these airplanes is appreciated and every effort has been made to expedite their delivery.

Unfortunately, the only airplanes which were available for assignment to Brazil in October and November had been allocated to French training and consequently were being equipped with British type guns, bomb racks, radio, etc. Since they were to be used for combat patrol work, they were not being equipped with anti flying armament in the plants assigned. To make these airplanes available to Brazil, it was considered necessary by your Washington representatives, and by our own technical people, to make provision for such armament in the (illegible) of the airplanes and to change the guns, bomb racks, radios, and engine installations to United States types of equipment. The modifications which have been accomplished have delayed delivery of these airplanes to Brazil, but will, in the long run, justify the delay by the simplification of your maintenance problem. At present the status of the 30 (illegible) A-28 airplanes which have been assigned to Brazil is as follows:

13 have been modified and turned over to the Air Transport Command for flying to Brazil. Three (3) of the 13 are scheduled to leave the United States by December 4, 1942. The remaining 10 of the 13 should leave the United States during the week of December 4, 1942.

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DOD Dir. 5 Jan. & 30 June 1978
By alm/lam NC Date 14-3-79

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Airplane Disassembly Plant at Recife, Brazil.

TJH:cmc 6371

1. AFDAS AFADS 1942 11-24

1. Reference the attached nonconcurrence from SOS, this matter has been referred to General Arnold who stated that he still desires efforts to be made to ship airplanes from Recife, thereby reducing the time of shipment to West Africa.

2. It is believed the time has arrived when the Army Air Forces should make a decided effort to obtain shipping earmarked for airplanes and spare parts only. Our forces in the field are now suffering from high attrition, and the supply of airplanes, spare parts and engines must be kept moving forward. Vessels of the sea-train type are ideally fitted for this purpose and it is desired that the necessary papers be prepared for action by General Arnold, if necessary, pointing out the advantage of sea-trains for this purpose, the need fo them and contrasting these needs with their present uses. At least two of these vessels are now engaged on commercial runs.

3. It is also desired that you furnish me at the earliest possible moment a complete description of a "sea-train". It is my impression that a sea-train is loaded through hatches but General Arnold believes that the end drops out and that it is loaded through the end.

4. In connection with the disassembly plant at Recife, the Army Air Forces should go ahead with the plans for placing an air depot group at that place which will be prepared to disassemble airplanes as well as handle the Fourth Echelon maintenance for the U.S. Army Forces in South America.

Dispatched
NOV 25 1942
AAG

File

Encls: Secret Cy Memo for CG, AAF and CG,SOS, dtd 10-14-42 fromGen.Handy,OPD,U.S., Subj. as above, w/encls: cy AAF Memo to OPD, 10-3-42, w/1st ind frm SOS to OPD, thru A-4,AAF, dtd 11-10-42.

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

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Brigadier General Electric Comm.,
Headquarters Air Administration,
U.S. Army Forces,
Brazil.

NOV 3 1942

Dear General Comm:

Brazil is acknowledged with thanks of your letter of October 31, 1942, which I have read with interest. The various matters to which you call attention have received my most careful and sympathetic consideration.

We are fully alive to the defense problems with which you are confronted and are very much impressed with the excellent results achieved through the operations, by your Command, of the six B-25's.

I have looked into the question of spare parts for this equipment. It appears that, with the exception of a request on July 28, 1942 that four complete sets of B-25 gunsights which be shipped by air transport, no requisitions for spare parts have up until now been filled, either with the Lend-Lease Administration or with the War Department.

After a discussion of the matter today it was arranged that the Brazilian Aeronautical Commission would submit immediately a requisition for spare parts for six B-25 airplanes, and every effort will be made to ship this material to you at the earliest possible date.

Although we are to meet your airplane requirements, it will not be possible to increase the present approved assignment, under the Brazilian defense program, of 30 A-20's. Due to unforseen factory difficulties the production situation, both in "Bostons" and "Havocs", is such that further commitments for delivery of either type would involve diversion from other theatres, which is considered inadvisable under existing conditions.

With regard to twin-engine Bombardier (AT-11) to which you refer, the supply position is equally difficult and, for the present at least, a change such as you propose against A-31's

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Brigadier General Eduardo Gomes
Ministerio Da Aeronautica

Continued - page 2

would create an insurmountable obstacle.

It is recognized that A-31's are not suitable for coastal patrol operations. As you of course know, the A-31 was designed primarily as a "dive-bomber" for repelling enemy surface craft and for ground cooperation employment. The assignment of these dive bombers to Brazil was made in response to Requisition No. 886 of the Brazilian Aeronautical Commission. The Joint U.S.-Brazilian Defense Commission has, moreover, established a requirement for two dive bomber groups (24 airplanes each) for the defense of Brazil.

For your information, 25 A-31's are now in the Modification Center at Atlanta and I am informed that some of them should be ready to leave this country in the course of the next few days. Notwithstanding what you say, I have not felt it advisable to countermand the instructions already issued for the ferrying of these airplanes to Brazil. If, upon their arrival, you still feel they are of no value, we can arrange to have them returned to the United States or sent to some other theatre where they can be usefully employed.

With kindest personal regards, believe me,

Yours very sincerely,

Dispatched
3 1942
Adm File

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

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AG 452.1 Brazil (3-7)

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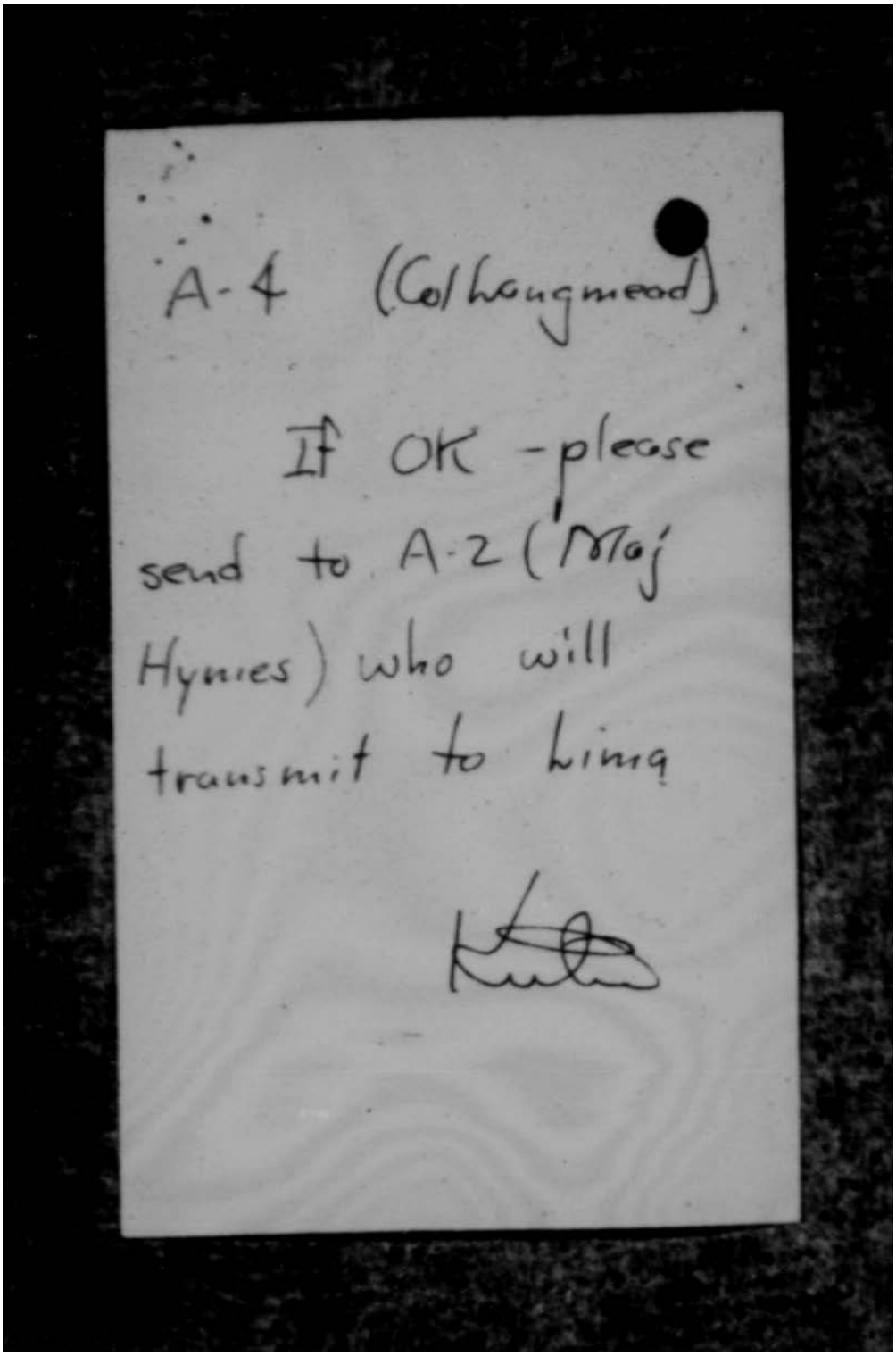
A-4 (Colhoungmead)

If OK - please send to A-2 (Maj Hymes) who will transmit to him

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DOD Dir
8 Nov. & 20 June 1974
By [illegible] NARS, Date 10-7-76

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AFABI
8 HQ 2201

452.1 Brazil (56)

October 7, 1942

Major Jose Vicente de Faria Lima,
Brazilian Aeronautical Commission,
3402 Garfield Street, N. W.,
Washington, D. C.

My dear Major Faria Lima:

Due to his absence from the United States, it has not been possible for General Arnold personally to acknowledge Senhor Filho's letter of August 17, but it is assumed that, upon your forthcoming return to Rio de Janeiro, you will advise Senhor Filho of the arrangements which were made for you to confer with officers of our air and ground forces.

All of the requests for airplanes and war material, submitted by you and your colleagues, have received our most careful consideration, and I should like to assure you that everything possible will be done to meet your requirements. Considerable progress has in fact already been made and some of the more urgently needed equipment, including the anti-aircraft machine guns to which Senhor Filho refers, is now on the way, or will shortly be on the way, to Brazil.

You are of course aware that deliveries of airplanes are being speeded up and that twenty (20) of the A-31's, (thirteen of which were not due for delivery prior to October, November, and December) were turned over to the Air Transport Command (Ferry Division) at the end of September. It is understood that the remaining eight (8), completing this particular allotment, will be ready for delivery from the factory in the course of the next few days. This represents a very substantial improvement over the original delivery schedule and it is hoped that comparable progress may prove possible in the case of those planes which have been allocated for delivery during the last three months of 1942, and the first quarter of 1943.

File Cy for General Kuter.

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Air AG 452.1 Brazil (56)

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I am advised that the Munitions Assignments Committee (Air), during the past two months, have allocated sixty-two (62) additional planes to Brazil, bringing total allocations for 1942 up to four hundred and twelve (412). Airplane deliveries to Brazil in 1942, up to the end of September, including fifty (50) Piper J-3's and 4's not shown in the above total, amounted to two hundred and nine (209) planes of all types. This does not take into account the twenty-nine (29) planes recently delivered to the Ferry Command, for transport.

The question of obtaining raw materials, engines, and supplies for the manufacture, in Brazil, of PT-19-A's has been examined and it is anticipated that the detailed requisition, recently submitted by the Brazilian Commission, will be approved by the various government agencies concerned. When these approvals are given, every effort will be made to effect early deliveries.

Careful consideration has been given to your verbal proposal that a further eight (8) B-25's should be turned over immediately to the Brazilian Air Force to supplement patrol operations of the planes now engaged on this task, and that a certain number of C-47 transport planes be allocated for delivery at an early date. The demands from our active theatres of war are, however, so great that the assignment to Brazil of either B-25's or C-47's, out of already insufficient stocks of the Army Air Forces, could only be achieved by disregarding the urgent demands of our combat forces. Although we fully appreciate your country's desire to augment present bomber and transport strength, we regret that it is not possible, at this particular time, to divert any of this equipment.

With a view to assisting you in the solution of your transport and patrol problems, the Munitions Assignments Board (Air), on September 30, authorized the allocation to Brazil of six (6) C-60's, two (2) in January, and four (4) in February, 1943. One (1) further C-60, which had been allocated for delivery this September, is now ready.

As regards the manufacture in Brazil of AT-6's, calibre .50 ammunition, and light and heavy bombs, these requests are being studied, but the machine tool situation in this country is such that very serious obstacles will have to be overcome. It seems unlikely, therefore, that early progress toward the realization of Brazil's proposed program may be expected.

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Major Furia Lima — 3 — 10/7/42

As you know, the Brazilian-American Joint Defense Board is charged, not only with the responsibility of drawing up joint plans for the defense of Brazilian territory, but is also the most satisfactory medium for the procurement of war materiel of all kinds and I believe that it would be well, so far as possible, to place all requisitions for airplanes and supplies in its hands.

General Arnold greatly appreciates the friendly expressions of regard which Senhor Pinto very kindly conveyed on behalf of the Brazilian Air Force.

Sincerely,

(Sgd.) L. S. KUTER,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Dispatched (Delivered by Maj. Haynes)
OCT 8 1942
AAG

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DOD Dir.
By [illegible]

ATS/19D

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October 8, 1942.

452.1 Brazil (5-5)

MEMORANDUM FOR THE CHIEF OF STAFF:
(Attention: Operations Division)

Subject: Airplane Disassembly Plant at Recife, Brazil.

1. Discussion.

a. There is an urgent need for a fighter airplane disassembly plant to be created and placed in operation at Recife, Brazil, at the earliest practicable date.

b. The purpose of this operation is to reduce the time necessary to get airplanes to the Middle East. At the present time, airplanes are factory or depot crated and shipped by water from the United States to the east coast of Africa. Frequent and costly delays are caused by reason of the fact that it is often necessary for these vessels to be routed by Caribbean and South Atlantic Ports.

c. The proposed plan calls for some of the fighter aircraft allocated to the Middle East to be flown from the Continental United States to Recife. The airplanes will there be disassembled and crated for overseas shipment to the East Coast of Africa. Upon arrival at the East Coast of Africa, the airplanes will be reassembled and flown to the Middle East Theatre of Operations.

d. To provide for an estimated flow of one hundred (100) fighter airplanes per month, possibly increasing to two hundred (200) fighter airplanes per month depending upon weather conditions along other routes, an aircraft squadron is contemplated consisting of approximately twelve (12) officers and two hundred fifty (250) enlisted men. Equipment required, approximately three thousand (3000) ship tons. Housing and mooring facilities will be needed.

e. To support this operation, water transportation will be required between Recife and the East Coast of Africa.

f. The 6th Air Depot Group (Base det.) will be stationed at Accra, Africa, and an assembly detachment from this group [illegible] at Takoradi, Africa.

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Copy for Brig. Gen. [illegible]

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7. It is expected that Signal service and hospital facilities will be provided by the Commanding General, South Atlantic Wing for this operation.

8. The Commanding General, Services of Supply, has agreed to furnish the necessary scheduled shipping between Recife and the West Coast of Africa.

II. Action recommended:

1. That the Commanding General, Army Air Forces, be directed to erect and operate an airplane disassembly plant at Recife, Brazil.

2. That the Commanding General, Services of Supply, be directed to provide the necessary scheduled shipping between Recife and the West Coast of Africa.

For the Commanding General, Army Air Forces:

H. J. KNERR, Jr.,
Brigadier General, U. S. A.,
Assistant Chief of the Air Staff, A-4.

Concurrence
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Ltr AG 452.1 Brazil (3-9)

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NSC Date 10-7-76

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DATE INITIALS

4521 Brazil (53)

OCT 26 1942

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, G-3:

Subject: Delivery of U. S. Personnel and Instructional Crews of A-29 and A-31 Type Airplanes Allocated to Brazil Under Lend-Lease.
AG 020 452.1 Brazil.

1. In accordance with the request outlined in your memorandum of September 12, 1942, copy attached, the following action is being taken:

a. The Army Air Forces will ferry the 26 A-29 and 26 A-31 airplanes to Brazil.

b. The Army Air Forces personnel outlined in paragraph 3 b of subject memorandum will be dispatched to Brazil for a period of 60 days for the purpose of training Brazilian crews in the operation of the A-31 and A-29 airplanes.

2. Your attention is invited to the fact that the A-29 commitment is for 26 airplanes instead of 18.

JOHN B. COOLEY
[illegible], Colonel, A. G. D.,
Assistant Air Adjutant General

1 Incl.
cy letr 9-12-42

Dispatched
OCT 27 1942
AAF

U.S. Army Air Forces
WAR DEPARTMENT
AAG RECEIVED

File
ci 291-7-42

Copy for signer

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AG 020 452.1-Brazil (53)

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DOD Dir
5 Nov. & 30 June 1972
By [illegible] Date 1-17-76

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Delivery by U.S. Personnel and International Crews of A-29 and A-31 Type Airplanes Allocated to Brazil under Lend-Lease

WDGAP 5996

11 APRIL ARGAS 1942 16-22 Do you concur in memorandum to OPD as now prepared?

Dispatched
OCT 22 1942
AAG

Dunlop.
G/S

WILSON B. HASS
Colonel, G. S. C.

Ck

452.1 Brazil (53)

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AAF 452.1 Brazil (53)

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DOD Dir. 5 Nov. & 20 June 1974
By [illegible], Date 12-7-76

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Delivery by U.S. Personnel and Instructional Crews of A-29 and A-31 type Airplanes Intended to Brazil under Lend-Lease.

WDGCT-PT 5265

1 AFUSA AFAIR 1942 9-16 For preparation of reply including recommended action.

Dispatched SEP 16 1942 AAG

1 Encl. Ltr fr OPD 9-12-42

WILLIAM R. HALL Colonel, G. S. C.

457.1 Brazil (53)

file ei 9/14/42

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DOD dirs.
6 Jan & 30 June 1976
By [illegible] NARS, Date 10-1-74

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September 3, 1942

MEMORANDUM FOR GENERAL ARNOLD:

Subject: U. S. Government Commitments with Brazilian Government to Supply 12 Lockheed Hudson Bombers.

Reference is made to your memorandum for General Arnold, same subject, dated August 27. Reference is also made to conference held between yourself and Colonel Hinckley.

It was recommended that in view of the small change of the proposed plan over the existing schedule, that no change be made. This was approved by you, and you requested a copy of the comments of our A-3 Division which is attached hereto.

For the Commanding General, Army Air Forces:

L. S. KUTER,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

1 Incl.
Copy of A-3's comments
dated 8/31/42

Dispatched
Sep 4 1942
AAG

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Auth OSD 4521 Tiegel (52)

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3 Jan. & 30 June 1974
By chs [illegible] NC, Date 18 Jul 74

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U.S. Government Commitments with Brazilian Government to Supply 18 Lockheed Hudson Bombers.

RCMR/hk 5246

1. DAS A-3 8/30

1. For comment and recommendation.

2. Please return by messenger.

Incl: Memo for Gen. Arnold from General Streett, dtd 8/27/42

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

Air AG 452.1 Brazil (5)

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Air AG 452.1 Brazil (5)

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DOD dir.
8 Jan & 30 June 1974
By [illegible] NLC Date 12-7-7

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BY AUTHORITY OF A.C. OF S, OPD
8/27/42 Date
Initials

OPD 452.1 Brazil (8-25-42) August 27, 1942.

MEMORANDUM FOR GENERAL ARNOLD:

Subject: U. S. Government Commitments with Brazilian Government to Supply 18 Lockheed Hudson Bombers.

1. With reference to your memorandum concerning the delivery of the above-mentioned airplanes, it is noted that the schedule as outlined by you is exactly that now approved for execution.

2. In order to comply with the requests of General Gross and the recommendations of General Walsh to advance delivery dates of the airplanes, the following schedule is suggested:

2 to be delivered in August
8 to be delivered in September
4 to be delivered in October
4 to be delivered in November
18 Total

3. If operational requirements will permit, it is recommended that the above schedule be approved.

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

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DOD Dirs.
8 Jan. & 20 June 1974
By dlw 774 HC, Date 16-7-76

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September 3, 1942

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

MEMORANDUM FOR GENERAL STRETT:

Subject: U. S. Government Commitments with Brazilian Government to Supply 18 Lockheed Hudson Bombers.

Reference is made to your memorandum for General Arnold, same subject, dated August 27. Reference is also made to conference this date between yourself and Colonel Hieseley.

It was recommended that in view of the small change of the proposed plan over the existing schedule, that no change be made. This was approved by you, and you requested a copy of the comments of our A-3 Division which is attached hereto.

For the Commanding General, Army Air Forces:

L. S. KUTER,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

1 Incl.
Copy of A-3's comments
dated 8/31/42

Dispatched
SEP 4 1942
AAG

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Air AG 452.1 Russ (52)

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9 Jun. & 20 June 1974
By [illegible] NC, Date 8-1-78

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET
DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: U.S. Government Commitments with Brazilian Government to Supply 18 Lockheed Hudson Bombers.

ITEM NO.	FROM	TO	DATE	COMMENTS
				RCWB/hk 5246
1.	DAS	A-3	8/30	1. For comment and recommendation. 2. Please return by messenger. Incl: Memo for Gen. Arnold from General Streett, dtd 8/27/42 fm L. S. KUTER Brig. General, U.S.A.
				WRB:vms 6110
2	AFAGT	AFDAS	19/2 8/31	1. Schedule suggested by OPD will, if it is to consist of new aircraft, have to be referred to MAC (Air) for British are receiving practically all Lockheed-Hudson production and the AAF is receiving no Hudson production. 2. Schedule now set up for Brazil based on current estimates* is as follows: Proposed August 2 - 2 September 4 - 8 October 12 - 4 January '43 4 - 4 - Not February 6 * Production in August only 60% of estimates. 3. Proposed schedule would give British four (4) less in September, four (4) more in October and be even by November. 4. Recommend request be submitted to MAC (Air) for British reaction. RWH ROBERT W. HARPER wb Colonel, Air Corps

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Air AG 521 Bang 3-5-42

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DOD Dirs.
8 Jun. & 30 June 1954
By AG Info. Br. OCAO Date 11-7-74

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
OPERATIONS DIVISION
WASHINGTON

~~SECRET~~
BY AUTHORITY OF A.C. OF S., OPD
8/27/42 KMT
Date Initials

OPD 452.1 Brazil (8-25-42) August 27, 1942.

MEMORANDUM FOR GENERAL ARNOLD:

Subject: U. S. Government Commitments with Brazilian Government to Supply 18 Lockheed Hudson Bombers.

1. With reference to your memorandum concerning the delivery of the above-mentioned airplanes, it is noted that the schedule as outlined by you is exactly that now approved for execution.

2. In order to comply with the requests of General Gomez and the recommendations of General Walsh to advance delivery dates of the airplanes, the following schedule is suggested:

2 to be delivered in August
8 to be delivered in September
4 to be delivered in October
4 to be delivered in November
18 Total

3. If operational requirements will permit, it is recommended that the above schedule be approved.

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

Hq. Army Air Forces
AUG 29 1942
Mail Received

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AUG 28 1942
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DOD Dir. 5200.9 & 10 June 1974
By [illegible] NARS Date 12-7-76

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U.S. Government Commitments with Brazilian Government to Supply 18 Lockheed Hudson Bombers.

RCMR/hk 5246

1. DAS A-3 8/30

1. For comment and recommendation.

2. Please return by messenger.

Incl: Memo for Gen. Arnold from General Streett, dtd 8/27/42

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

Taken to A-3
by
Capt Brewer.

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ci 8/30/42

Dispatched
AUG 30 1942
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8 Nov. & 30 June 1974
By Alan Carter, NARS, Date 10-7-76

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MAY 21 1942

Defense measures

X 9364

Brigadier de Air Ricardo Gomez,
Agregado Naval Adjunto,
Embajada Argentina,
Washington, D.C.

My dear General Gomez:

Your letter of May 20 reached me as I was preparing a letter to you on just the same subject. I am pleased to learn that preparations upon which you have been able to lessen the chance of enemy submarines. You and I know how important and essential it is to maintain a line of communications through northeastern Brazil and to this country. That you interest in this matter was evidenced by your personal efforts in sending it to Secretary in the Joint Defense Agreement the obligation to protect this line of communications. General Walsh and Colonel Hunter have informed me of the details of their conversations with you on this subject.

I hope that the arrangements you have made with Admiral Ingram will prove efficient and serve to reduce materially the dangers and threats to our operations in the Northeastern Coastal Theater. I quite understand how important and right it is that Brazilian territory be protected by Brazilians, and it is my desire to assist you by affording you such means as I can for the protection of your territory.

I note in your letter that you are taking steps to put into action projects which were transmitted to you as a part of my effort in the protection of Brazilian territory. It is now a matter of serious concern to me that the B-25 bombing airplanes, which I was able to secure for you only with great difficulty and at the expense of other operations, were not used immediately due to want of facilities and a sufficient number of qualified pilots for transformation. I cannot emphasize too strongly the high degree of importance which I place on getting all the airplanes into immediate operation in the North of Brazil.

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

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MAY 21 1942
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1452.1 Brazil (51)

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RLH/wp
5/20/42
5613

urge you strongly to make every effort to make available the necessary pilots and to speed this program, for vessels of both our countries are being sunk in the vicinity of your coast.

I cannot tell you how much your recent visit to the United States of America meant to me personally. I hope that it proved to be of value to you, too. That visit made it possible for you and me to talk, soldier to soldier, in a direct way. You have my full assurance that I do not underestimate the vital importance of our mutual problems. Your visit was a great pleasure to me, and I hope that we shall have an opportunity to meet often again.

With kindest personal regards, I am

Most sincerely yours,

Hon. H. H. Arnold

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

O-200

1/201

Dispatched 5/29/42

File 5/29/42

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Soc'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
				Noted for R.L.W.							

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Air Ab 452-1 Bengal (51)

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DOD DIR. 5 Jan. & 30 June 1976
By NARA, Date 10-1-10

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AFADS
ECL/KvS

WRITTEN: 5/18/42

MAY 19 1942

Brazilian Aeronautical Commission
1629 Garfield Street, NW
Washington, D. C.

Attention: Major Miguel Lampert

Dear Sir:

1. It is desired that this letter serve to confirm in your official records the assignment to Brazil under Defense Aid procedure of the following airplanes:

6 North American B-25 medium bombers
6 Curtiss P-40 pursuits

2. In view of the extreme urgency of the matter, the arrangements for the transfer were made directly by the Chief of the Army Air Forces representing the United States, with Air Brigadier Edoardo Gomes representing the Brazilian Government.

3. All the airplanes involved in this assignment are in Brazil, except one B-25 which is being detained in Puerto Rico by engine trouble.

4. May we have from your office a requisition which will serve as the basis for completing the records on this transaction?

Dispatched
MAY 19 1942
AAG

Hq. Army Air Forces
MAY 18 1942
AAG Received

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

4552.1 Brazil (50)

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

			A-2	A-4	A-WPD	A-Log	Budget	Statistics	
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AAF-69

Air Attaché - Brazil (50)

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DECLASSIFIED
DOD Dir.
5 Jan. & 30 June 1976
By [illegible] NSC Memo 11-2-98

In reply refer to Initials and No.

Op-38-E-AG
(SC)P15 DECLASSIFIED
Doc. 49055
[redacted]
Serial 040838

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

[redacted]

APR 27 1942

452.1 Brazil (49)

Dear Sir:

Your letter of commendation of April 22, 1942, in connection with the action taken by Navy personnel in effecting the rescue of Army Air Corps personnel forced down in Trinidad, is most gratifying and very much appreciated.

Most sincerely,

F. J. HORNE

Hq Army Air [illegible]
MAY 6 1942
AAG Received

Hq. Army Air Forces
MAY 4 1942
AAG RECEIVED

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

5/6/42

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[redacted]

AirAttaché 452.1 Brazil (49)

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DOD Dir. 5 Nov. & 30 June 1974
By [illegible] NLC Date 10-1-76

DECLASSIFIED

April 22, 1942

SUBJECT: Commendation

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

1. I wish to commend through you the Commanding Officer, Naval Operations Base, Trinidad, the VP Pilot, the CGHC rescue boats and Pilot Art Williams for their services in successfully rescuing Army fliers at Baja Point, Venezuela, about April 15th.

2. The personnel of the Army Air Forces shares this feeling of appreciation for the excellent performance by the Navy.

Sgd. H. H. Arnold

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

452.1 Brazil (49)

Dispatched
APR 23 1942
AAG
Copy sent to A-1
and to Cable Supervisor

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

				A-2	A-3	A-4				

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DOD Dirs.
5 Jan. & 20 June 1974
By: [illegible] NC, Date 10-7-76

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

~~CONFIDENTIAL~~ DECLASSIFIED

File No. _____

Tally No. AAF 58-2157 F.

SUBJECT: Commendation for Rescue of Army Fliers

NO.	FROM	TO	DATE	COMMENTS
1	AFAAP/A-1	AFMAG	1942 4/21	AFAAP/A-1 JWD/ys It is recommended that a ~~message~~ confidential in substance as follows be sent to the Commanding Officer, Naval Operations Base, Trinidad: The Commanding General, Army Air Forces, wishes to commend you, the VP Pilot, the OINC rescue boats, and Pilot Art Williams for the excellent performance in successfully rescuing Army fliers at Baja Point, Venezuela. AAF PC 691 W.G.B., Exec. A-1 1 Incl. Cable 4/19/42 fr. Caribseafrom.

W.H.H

Proposed Cable not used

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(Do not use reverse side) AAF-071, AP. Rev. 8/18/41

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

Date 4/29/42

Information.

For Gen Arnold.

WFT

AAF-569

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DOD Ltr.
8 Jun. & 20 June 1974
By [illegible] LC, Date 10-2-74

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED

File No. ----------

Tally No. AAF [illegible]

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

SUBJECT: AT-6B Flights to South America.

AFRIM C-3112

NO.	FROM	TO	DATE	COMMENTS
1	AFROM B-4 jmt	AFCAS	1942 4/21	1. Attached is a copy of a radio report from the Commanding General, Port of Spain, BWI, in reference to the flight of ten (10) AT-6B airplanes enroute to Brazil and also our reply thereto. 2. Status of the other five (5) flights are as follows: a. 4 AT-6B's enroute Salinas, Ecuador arrived on April 18. b. 9 AT-6B's enroute Chiclayo, Peru arrived at Cali, Colombia on April 20, estimated Salinas, Ecuador April 21. c. 15 AT-6B's enroute El Bosque, Chile were at Albrook Field on April 20, estimated Cali, Colombia on April 21. d. 4 AT-6B's enroute Maracay, Venezuela arrived on April 20. e. 4 AT-6B's enroute Cali, Colombia arrived on April 10. 2 Incls. #1 Cy. radiogram fr. Port of Sp. BWI to CG AAF dtd 4/17/42. #2 Cy. R&R (radio) fr. AFROM to AFMAG subj. AT-6B Flight to Brazil dtd. 4/21/42. O.S.F. O.S.F. Col. A. C. Dir., M&M.

(Do not use reverse side) F-4071, AF, Rev. 8/18/41

Page No. 1

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~~CONFIDENTIAL~~ Ans to #2-1 Brazil (AF)

452.1 Brazil (AF)

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63 WDn
Filed 17/603P

CSWD
April 17, 1942
8:53 PM

DECLASSIFIED
DOD WHS
E.O. 12356, Sec. 3.6 & 3.10 June 1974
By [illegible] NLE, Date 10-7-94

DECLASSIFIED

PARAPHRASE

Incoming Message

FROM: Port of Spain BWI

TO : CG Army Air Forces

No. TBC 371 Seventeenth

Reurad April 15th from AFROM, the following information is submitted concerning the 10 aircraft down off Baja Point in Venezuela:

1. Station Clearance—Pan American Airways Quiriquiri Field.
2. Weather Report—Received from PAA at Georgetown.
3. Immediate destination—Atkinson Field, British Guiana.
4. Weather enroute—Very bad with sudden storms reported.
5. Cause of accident and responsibility therefore—Air Base Board is conducting investigation.
6. Salvage of planes.—Two planes are now in Trinidad, 3 more will probably be flown out, salvage of others is questionable.

A forced landing was made when gas ran low, about 6 gallons was left in each ship.

Pratt

ACTION COPY: CG AAF

INFO. COPIES: TAG
OPD
FILE

GM-IN4714 (4/18/42) AM1:29

Received in Cable Section, AAF/AAG
8:24 AM April 10, 1942
Paraphrased by Lt. Kingrahh

Distribution

DECLASSIFIED

General Harmon
A-2
Director of Statistical Control

ACTION COPY TO DIRECTOR WAR ORGANIZATION AND MOVEMENT

Incl #1

Misc 4521 Binder (2)

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DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1974
By [illegible] LC; Date 10-7-76

~~CONFIDENTIAL~~

DECLASSIFIED

AT-6B Flight to Brazil

AFRCH B-4 jmt — AFMAO 4/21 — 1942

It is requested that a radiogram substantially as follows, be sent to the Commanding General, Port of Spain, B. W. I: (Confidential)

"REHRAD TBC 371 SEVENTEENTH REQUEST REPLY ON HOW MANY AT-6B AIRPLANES ARE UNDAMAGED AND DATE THEY WILL BE READY TO CONTINUE FLIGHT TO BRAZIL PERIOD IT IS PLANNED TO HAVE AN OFFICER OF U. S. AIR MISSION TO BRAZIL LEAD FLIGHT FROM TRINIDAD TO RIO END"

O. S. F.
Col., A. C.
Dir., WDSM.

DECLASSIFIED

Incl #2

~~CONFIDENTIAL~~ Ord 4521 Brazil (42)

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DOD Dirs.
8 Jan. & 30 June 1976
By OAdm [illegible] LC, Date 8-7-76

SECRET

DECLASSIFIED

AFAMP
HAC-dmn

wtn 3/21/42

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Reception - General Gomes, Brazilian Air Force.

1. Arrangements have been made by A-2 with the Commanding Officer, Bolling Field, to present a detachment of approximately 300 troops with band to General Gomes upon his arrival at Bolling Field.

2. Arrangements have been made or are being made by A-2 to provide accommodations at the Shoreham Hotel and transportation for General Gomes's party while in Washington.

3. Foreign Liaison, A-2, is arranging for an official dinner in honor of General Gomes, Tuesday night.

4. 6 P-40E1 airplanes are being ferried from the factory and 6 B-25's from the 17th Bombardment Group, all fully equipped, to Bolling Field for line-up inspection by General Gomes. Pilots qualified to move these aircraft to Brazil will be present.

5. It is recommended that the 6 P-40's and 6 B-25's be released to Brazil as requested by General Olds. This is concurred in by Colonel Streett and General Fairchild. If the above aircraft are released to Brazil, it is recommended that skeleton maintenance and operating crews and spare parts, be immediately dispatched by commercial airlines to Brazil for the purpose of instructing Brazilian Air Force personnel in the care and use of this equipment.

6. The Bureau of Aeronautics, Navy Department, was contacted and requested to furnish 6 A-24 (Dive Bombers) but stated that none were available on the East Coast.

7. The handbooks, operating instructions, technical orders, pertaining to the P-40 and B-25 airplanes and other tactical texts [illegible] being [illegible] for transfer [illegible] if possible.

Chief of Staff	[illegible]	[illegible]	[illegible]	[illegible]	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

AAF-39

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452.1 (Brazil)

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8. The recommendation for additional airport construction between Garipito and Georgetown is being held awaiting conference with General Olds.

9. The recommendation for release of approximately 30 pursuit airplanes and 30 light and medium bombardment airplanes to be flown by Brazilian Air Force pilots for the protection of Northeast Brazil, is being studied by the Air Staff to determine if these aircraft can be spared.

Signed by General Harmon

24 342

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

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Rec'd 452.1 Ltr Jul

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DoD Dirs.
8 Feb. & 20 June 1974
By dlr rvs. WC Date 10-7-77

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AAF/A-2
JTC-jd
3-6-42

MEMORANDUM FOR: Chief, Military Attache Section, G-2 MAR 6 1942

SUBJECT: Spares for A3-4B Aircraft

1. This office is advised that a shipment consisting of radio maintenance spares for ten (10) A3-4B aircraft has been made to the United States Military Air Mission, Portalegre, Brazil. This shipment consisted of the following:

2 ea. Radio Set SCR-183 complete with tubes
2 ea. Interphone Equipment BC-27 complete with tubes
2 ea. Filter Equipment BC-32
5 ea. Microphone T-17
5 ea. Headset HS-30

2. This office is further advised that the above shipment should have been made to the Chief, United States Military Air Mission, Rio de Janeiro, Brazil.

3. In view of the foregoing, it is requested that a cable-gram be dispatched to the proper officer at Portalegre, Brazil, directing that the shipment mentioned above be forwarded to the Chief, United States Military Air Mission, Rio de Janeiro, Brazil, and that that officer be advised accordingly.

J. T. Chaney,
Lt. Col., Air Corps,
Chief, Foreign Liaison Section, A-2,
Air Liaison Officer.

Dispatched
MAR 9 1942
AAG

452.1 Brazil (43)

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

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AAF-38
(13)
Ans to 452.1 Brazil
MAF/A-4/321

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

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

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File No. 5F-738

N. [illegible]—A line will be drawn across sheet after each comment.

Tally No. AAF.....

SUBJECT: Shipment of Spares for AT-6B Airplanes to Brazil.

NO	FROM	TO	DATE	COMMENTS
				AAF/A-4 DPG/emd
1	AAF A-4	AAF A-2	1942 2/28	1. The shipment of radio maintenance spares for ten (10) AT-6B Airplanes to Brazil was made to the American Mission, Fortaleza, Brazil. This shipment was made in accordance with the original plans, in order to arrive at New Orleans Port of Embarkation in time for a particular boat. This shipment consisted of the following, marked S.S. Delbrasil: 2 ea. Radio Set SCR-183 complete with tubes 2 ea. Interphone Equipment RC-27 complete with tubes 2 ea. Filter Equipment RC-32 5 ea. Microphone T-17 5 ea. Headset HS-18 2. Final instructions from War Plans Division are that shipments should be made to the Chief of the United States Military Air Mission in Rio de Janeiro, Brazil. 3. Request that instructions be forwarded through G-2 to the American Mission, Fortaleza, Brazil to forward this shipment of aircraft radio spares to the Chief, United States Military Air Mission, Rio de Janeiro, Brazil. Also request the Mission at Rio de Janeiro be advised of the above.
				TJH, Jr. C/A-4 1974

MAR 2 12 PM

REL
FOR. LIAIS.

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(Do not use reverse side) and A-321, AC, Form 8/14/28 (15)

SECRET -1-

A-7 & 8 Answered

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DOD 1B's
10 Jan. & 20 June 1974
By [illegible] NC. Date 10-7-74

~~SECRET~~

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AAF/b-3

DLP/gan

March 4, 1942

4-3-42.1-2

MEMORANDUM FOR THE ASSISTANT CHIEFS:

Subject: Transfer of Ten (10) AT-6B Airplanes to Brazil.

The Secretary of War directs:

1. That the officers listed below proceed from their present stations to Hensley Field, Dallas, Texas by mail or air, reporting to the A.C., Supply Division, North American Aviation Inc. of Texas, on March 16, 1942, in order to deliver ten (10) AT-6B airplanes allocated to the Brazilian Government.

Rank	Name	Serial No.	Field
Designated as Flight Commander			
1st Lt.	Potter Edward J.	0-[illegible]	Williams Field
Member Flight Commander			
Maj.	Lovett, Jr. Maj.	0-[illegible]	Goodfellow Field
Maj.	Rogers John P.	0-[illegible]	Kelly Field
Maj.	Kelly Thomas J.	0-[illegible]	"
Maj.	Kinney Hugh E.	0-[illegible]	"
Maj.	Pfeiffer Leslie E.	0-[illegible]	"
Maj.	Hoffman Frank A.	0-[illegible]	"
Maj.	Hoffman William E.	0-[illegible]	"
Maj.	Simon William J.	0-[illegible]	"
Maj.	Hennessy Nicholas T.	0-[illegible]	Kelly Field

Air WP 452.1 Brazil (12)

2. The Chief of the Air Corps will designate and transfer ten (10) enlisted men by mail or air, with qualifications as listed below, to the Air Corps Detachment, Bolling Field, D.C., and order them from their present stations, to Hensley Field, Dallas, Texas, reporting to 1st Lt. E. J. Potter, Flight Commander, on March 16, 1942.

a. Qualifications:

(1) Five (5) enlisted airplane mechanics qualified to [illegible]

HEADQUARTERS												
Chief of Staff	Secy Air Staff	A A G	[illegible]	[illegible]	[illegible]	A 4	A WPD	A Insp	Budget	[illegible]	[illegible]	

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AAF 39

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(2) Two (2) enlisted armorers qualified in the care and maintenance of the armament equipment of the AT-6B airplanes, including bomb racks and to instruct Brazilian personnel in the maintenance thereof.

(3) Two (2) enlisted radio mechanics qualified to maintain and to instruct Brazilian personnel in the maintenance of the radio equipment of the AT-6B airplane.

(4) One (1) enlisted clerk qualified to instruct in the preparation and maintenance of Air Corps engineering and operations records.

b. The enlisted men selected should if possible, be eligible for immediate tropical service by having had the following:

(1) Special physical examinations as prescribed in Paragraph 14 AR 40-100 prior to departure from home station.

(2) Revaccination with smallpox vaccine and completed all typhoid inoculation as required by AR 40-215 provided these have not been completed within twelve months prior to departure from continental U. S.

(3) Vaccination with tetanus toxoid as directed in Circular Letter, SGO, No. 34, April 16, 1941.

(4) Vaccination with yellow fever vaccine as directed in Circular Letter SGO, No. 9, February 12, 1942.

(5) Vaccination with typhus and cholera vaccine.

2. The officers and enlisted personnel will take the necessary clothing for tropical wear, one serge uniform, flying equipment and parachutes from their home stations. They will also obtain the following prior to departure from home stations for the purpose of obtaining passports in Dallas.

a. For officers.

6 Passports Photos of not less than 2½" x 2½" nor more than 3" x 3" showing head and shoulders on light background. Backs of photos should not be glazed.

Birth Certificates are not necessary for officers.

b. For enlisted men.

6 Passport Photos (same as required for officers.)

One of the following:

Birth Certificate

Baptismal Certificate

Certificate from the Commanding Officer certifying as to validity of data and place of birth as shown on War Department records.

Chief of Staff	Secy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-5	A-6	Budget	Statistics	
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AAF-39

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3. The Flight Commander will expedite the preparation of passport applications by having all personnel in the flight appear before the Clerk of the U. S. District Court, Dallas, Texas and complete the forms necessary to obtain a passport. A charge of one dollar is made for which reimbursement is made by submitting form 1012. Arrangements will be made by the Flight Commander with the clerk, U. S. District Court, Dallas, Texas to have all completed passports sent to Duncan Field, San Antonio, Texas.

4. The officers and enlisted men will constitute a flight equipped with ten (10) AT-6B airplanes for the purpose of ferrying these aircraft to Rio de Janeiro, Brazil and under the direction of the Chief of the U. S. Military and Military Aviation Mission; to instruct Brazilian crews in the operation and maintenance of the airplanes and equipment. Upon the completion of this instruction the accompanying crews will return to the United States by military aircraft, if available, or by commercial aircraft.

5. The Flight, upon departure from Hensley Field will proceed to Duncan Field, San Antonio where each airplane will be equipped with a normal load of ammunition. The C. O. Duncan Field will issue the necessary ammunition, tropical equipment, map kits and explicit instructions on clearance prodedures in the countries enroute, fuel facilities, radio aids and approach procedures required for entrance into the Canal Zone. Special attention will be paid to the Air Traffic Regulations for the Canal Zone as outlined in Headquarters Caribbean Air Force, Memo #5-15 dated February 15, 1942 Operations-Air Traffic Regulations. Supervision of the flight between Duncan Field and Panama will be under the C. O., Duncan Field. The flight will not depart Duncan Field until all individuals have received passports, proper orientation and such instructions as they may require in the operation and maintenance of the airplanes, armament, and equipment. The C. O. Duncan Field will issue one (1) forty-five (45) calibre automatic pistol to each pilot.

6. The flight will come under the control of the CG, Caribbean Defense Command upon arrival in Panama and remain under his control until arrival in Brazil. Appropriate information required for the flight south of Panama will be obtained from the Caribbean Defense Command.

7. Route to be flown will be as follows:

Route

Hensley Field, Texas
Duncan Field, Texas
Brownsville, Texas
Tampico, Mexico
Vera Cruz, Mexico
Tapachula, Mexico
Guatemala City, Guatemala
San Salvador, El Salvador
Managua, Nicaragua
San Jose, Costa Rica

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

Chief of Staff	Secy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-Surg.	Budget	Statistics	

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David, Panama
Albrook Field, Panama
Turbo, Colombia
Barranquilla, Colombia
Maracaibo, Venezuela
Maracay, Venezuela
Caripito, Venezuela
Georgetown, British Guiana
Paramaribo, Surinam
Amapa, Brazil
Belem, Brazil
Sao Luis, Brazil
Fortaleza, Brazil
Natal, Brazil
Recife, Brazil
Belmonte, Brazil
Rio de Janeiro, Brazil.

authority is granted to make such variations and to proceed to such other places as may be necessary.

8. Upon arrival in Brazil the flight will come under the control of the Chief of the U. S. Military and Military Aviation Missions in Brazil.

9. The Chief of the U. S. Military and Military Aviation Mission in Brazil with the approval of the Government of Brazil will determine when Brazilian crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment. The Flight Commander will advise and consult with the Chief of the U. S. Military and Military Aviation Mission in Brazil and undertake to insure, in so far as he is able, that the Brazilian personnel are competent in the operation and maintenance of the equipment before the instruction is deemed sufficient.

10. Diplomatic arrangements with countries enroute have been made by the State Department for this flight.

11. In lieu of subsistence the per diem of $6.00 is authorized for travel by military aircraft and commercial aircraft and for the period of temporary duty outside of the continental limits of the U. S. for both officers and enlisted men in accordance with the existing law and regulations. The duties to be performed in connection with this expedition being exceptional, a delay of not to exceed thirty (30) days in any places enroute is authorized.

12. The Commanding Officer, San Antonio Air Depot, Duncan Field will designate one officer in each plane as Class B agent officers under the provisions of 3 b AR 35-320.

13. A telegraphic report will be submitted daily to the Chief of the AAF giving pilots name, number of airplane, place remaining overnight and estimated destination the following night.

HEADQUARTERS ARMY AIR FORCES — COORDINATION

Chief of Staff	Secy Gen Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-Surp.	Budget	Statistics

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AAF-29

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14. a. Travel of officers is chargeable to:
Travel of the Army FD 1402 P7-06 AO 410-2

Travel of enlisted men is chargeable to:
Travel of the Army FD 1402 P7-06 AO 410-2

II. It is requested that the following be included in the distribution of the above orders:

Ass't Chief of Air Staff A-1
Ass't Chief of Air Staff A-2
Ass't Chief of Air Staff A-3
Ass't Chief of Air Staff A-4
Ass't Chief of Air Staff AWPD
Ass't Chief of Staff G-2, WDGS
Ass't Chief of Staff WPD, WDGS
Chief of the U. S. Military and Military Aviation Mission, Rio de Janeiro, Brazil
CG, Caribbean Defense Command
CO, San Antonio Air Depot, Duncan Field
Air Corps Representative, North American Aviation Inc., Dallas, Texas
CG, AFCC
Chief of the Air Corps
Chief of Finance
Each officer named in order.

III. Concurrences:

A. C. of S., G-2 ( )

Dispatched to OCS
MAR 8 1942
AAG

For the Chief of the Air Staff,

M. S. VANDENBERG,
Colonel, Air Corps.,
Assistant Chief of the Air Staff, A-3

~~MEMORANDUM FOR RECORD:~~

This allocation of airplanes to Brazil in accordance with a directive by the President and recommendations of the State Department as outlined in Memorandum From the War Plans Division, WDGS dated January 30, 1942 and additional directive from the Secretary, Air Staff of Assistant Chief of Staff,

Air Staff	A. A. G.	A-1	A-2	A-3	A-4	Budget	Statistics

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DOD Dir. 5 Jan. & 20 June 1974
By: NLJ NARA, Date 8-7-14

~~SECRET~~ Directive No. 3-58

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

March 4, 1942

DIRECTIVE MEMO FOR: A-3

SUBJECT: Transfer of 10 AT-6B Airplanes to Brazil.

1. Of the 50 AT-6B airplanes directed by the President to be allocated to South American republics, ten (10) have been allocated to, and accepted by, Brazil, to be delivered at Rio de Janeiro, Brazil, through the Chief of the U. S. Military and Military Aviation Mission to Brazil.

2. Each airplane is to be completely equipped, including machine guns and bomb racks. With the airplanes there are to be delivered the necessary spare parts and a ninety day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief, radio mechanic, armorer, or clerk for each airplane) will accompany the airplanes for the purpose of ferrying and, under the direction of the Chief of the U. S. Military and Military Aviation Mission to Brazil, to instruct Brazilian crews in the operation and maintenance of the airplanes and equipment. When, in the judgment of the Chief of the U. S. Military and Military Aviation Mission, such instructions have been satisfactorily completed the accompanying crews will return to the United States. The airplanes will be ferried with normal loads of machine gun ammunition. A ninety day supply of bombs and ammunition and necessary spares are being shipped under the direction of A-4.

(In OM 452.1 Brazil (4))

3. You are directed:

a. With the cooperation and assistance of the A-4 Division to arrange for the delivery of the airplanes by the manufacturer (North American Aviation Inc. of Texas, of Dallas, Texas) to the ferrying personnel; to have the airplanes fully equipped, including machine guns and bomb racks, and to have each airplane supplied with a normal load of machine gun ammunition.

b. To make the necessary arrangements and prepare or direct the preparation of a schedule and appropriate operations orders and instructions:

(1) For assembling the personnel at the point where they will be directed to receive delivery of the airplanes;

HEADQUARTERS [illegible], [illegible], and such instructions as they may require in the operation and maintenance of the airplanes, armament and equipment.											
Chief of Staff	[illegible]										

~~SECRET~~ DECLASSIFIED AAF-58

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(3) To provide for the issuing to them of appropriate clothing and individual equipment;

(4) To direct the personnel in securing proper passports and visas and furnish them, in regard to [illegible] which will govern their flight over foreign territory;

(5) To provide for furnishing such supplies as will be necessary, accessorily incident to the flight; and

(6) To accomplish the performance of the mission.

The pilot who will command the flight will be instructed that, for diplomatic purposes, the Chief of the U. S. Military and Military Aviation Missions, with the approval and concurrence of the military representatives of the Government of Brazil, will determine when facilities exist that will sufficiently insure[illegible] in the operation and maintenance of the airplane and equipment; but the senior Brazilian pilot will advise with, and promptly, the Chief of the U. S. Military and Military Aviation Missions, and will undertake to insure, so far as he is able, that the Brazilian personnel undergoing instruction are competent in the operation and maintenance of the airplane, and equipment, before the instruction is deemed sufficient.

5. To furnish the Air Adjutant General with a copy of the schedule for the performance of the ferrying mission, and any other data he may require for the preparation of necessary orders.

6. To deliver to the Assistant Chief of the Air Staff, A-2, for transmission, through the Assistant Chief of Staff, G-2, to the Chief of the U. S. Military and Military Aviation Missions at Rio de Janeiro, Brazil, information as to the arrangements made, the personnel selected, the schedule for the ferrying flight, and copies of pertinent orders and instructions issued for the accomplishment of the mission.

4. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to the A-1 and A-2 Divisions. A-3/3 is coordinating the project. You will coordinate with these Divisions and with A-4.

5. Report of action taken is directed.

Dispatched MAR 5 AAG

By direction of the Chief of the Air Staff:

Brigadier General, U.S. Army,
Secretary of the Air Staff.

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Staff	Exec.	A.G.	A-1	A-2	A-3	A-4	Budget	Statistics	
A-5	A-6								
A-7	A-8								
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Ref AG 452.1 Brazil (4-1)

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DOD Dir. 5 Jan. & 30 June 1976
By: [illegible] NARS, Date 18-2-96

~~SECRET~~

(1-B)

DECLASSIFIED

March 7, 1942

SUBJECT: Amendment of Orders.

TO: Commanding General, Gulf Coast Air Corps Training Center, Randolph Field, Texas.

Air Adjutant General

457.1 Brazil (4)

1. Reference is made to letter from this office to the Commanding General, Gulf Coast Air Corps Training Center, Randolph Field, Texas, dated March 6, 1942, Subject: "Orders - South American Mission".

2. Amend paragraph 1, letter referred to above to provide that a total of seventeen (17) enlisted men be selected instead of nineteen (19) as stated therein, and that a total of three (3) airplane mechanics be allotted to the Brazilian Mission instead of five (5) as stated therein.

3. The following named enlisted radio operator has been requested to this office by The Adjutant General as Portuguese speaking: Private 1st Class Oscar F. Torres, 18056187, 60th School Squadron, Kelly Field, Texas.

4. All other provisions of letter referred to above are to remain unchanged.

By command of Lieutenant General ARNOLD:

T. H. [redacted]
Captain, Air Corps
Acting Assistant Air Adjutant General

RHL/ems

Copies furnished: Lt. Col. Handy AAF, A-1 Section
CO, Bolling Field
CO, [redacted] Hensley Field

RHL By BY

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

AAG

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

Addressed to: Commanding General,
Gulf Coast Air Corps Training Center,
Randolph Field, Texas.

Subject: Amendment of Orders.

Type of Corres: Ltr from (1-3) Re: sending 17 cal mm instead of 19 cal mm. (Attaching ltr Subj: "Orders - South Am. Mission."

Date: 2/7/42

Basic Dated:

No. Incls.:

PLEASE ACCOMPLISH AND
RETURN IMMEDIATELY TO:
Classified Mail & File Unit,
[redacted]
Office of the Air Adjutant General
Room 2015
Munitions Building

DATE RECEIVED: _____

BY _____
Name

_____
Rank Branch

OFFICE OF: _____

OCAC NO. _____

W-6553, A.C.

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DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NARS, Date 10-3-76

~~SECRET~~ Exception No. 2-16

DECLASSIFIED

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

March 3, 1942

DIRECTIVE MEMO FOR: A-2

SUBJECT: Transfer of 10 AT-6B airplanes to Brazil.

1. Directives are being issued to A-1 and A-3 to select the necessary personnel and to accomplish the delivery to the Chief of the U. S. Military and Military Aviation Mission to Brazil of the 10 AT-6B airplanes which have been allocated to, and accepted by, Brazil. With the airplanes these are to be delivered the necessary spare parts and a ninety day supply of tanks and ammunition. Seven (7) pilots and 1 crew chief or radio mechanic or armorer or clerk for each airplane) will accompany the airplanes for the purpose of ferrying them, and, under the direction of the Chief of the U. S. Military and Military Aviation Mission, to instruct Brazilian crews in the operation and maintenance of the airplanes. When, in the judgment of the Chief of the U. S. Military and Military Aviation Mission, with the concurrence of the authorized representative of the Brazilian Government, Brazilian crews have been sufficiently instructed to enable them to satisfactorily operate and maintain the airplanes, their armament and equipment, the ferrying personnel will return to their former stations in the United States.

2. The A-4 Division in accordance with advice originally received as to the probable destination of the airplanes, has caused to be shipped on the S.S. Hollywood to "the American Mission" at Fortaleza, Brazil, the following spare parts for radio equipment:

2 ea. Radio Set SCR-283 complete with tubes
2 ea. Interphone Equipment BC-27 complete with tubes
2 ea. Filter Equipment BC-32
5 ea. Microphone T-17
5 ea. Headset HS-16

This material is intended for the Chief of the U. S. Military and Military Aviation Mission, at Rio de Janeiro, Brazil. A-4 is initiating instructions for shipment of the remainder of the spare parts for the airplanes and their equipment, also the tanks and ammunition, to the Chief of the "United States Military Air Mission" at Rio de Janeiro, Brazil. Through proper channels, you will so inform the Chief of the U. S. Military and Military Aviation Mission.

HEADQUARTERS—ARMY AIR FORCES								
Chief of Staff	Asst. Chief of Air Staff	A-1	A-2	A-3	A-4	A-5	A-6	
			The A-2 Division is being directed to advise you as to the arrangements made, the personnel selected, and the schedule for the ferrying flights, and to furnish you copies of orders and instructions issued by him for the accomplishment of the mission.					

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~~SECRET~~

AAF-69

Air Adv 45 8.1 Brazil (40)

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Upon receipt of this information you will transmit the same, or the essential elements thereof, through proper channels, to the Chief of the U.S. Military and Military Aviation Mission at Rio de Janeiro, Brazil. The Chief of the U. S. Military and Military Aviation Mission will be informed that he, with the approval and concurrence of the authorized representative of the Brazilian Government, will determine when Brazilian crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment. When the Brazilian crews have been sufficiently instructed, the Chief of the U. S. Military and Military Aviation Mission will release the ferrying personnel to return to the United States, and, through proper channels, will advise the Chief of the Army Air Forces that the ferrying crews have been released.

4. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to A-1 and A-3. A-WPD is monitoring the project. You will coordinate with these Divisions and with A-4.

5. Report of action taken is directed.

By direction of the Chief of the Air Staff:

Nathan F. Twining,
Lt. Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
A-1
A-3
A-4
AWPD
AI

(AWPD) thd

Air OD 452.1 Brazil no

Diagrams.

MAR 5
AAG

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

Chief of Staff	Dep'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
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AAF-16

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DOD Dir. 5200.1-R, 14 May 1986
By [illegible] NLC, Date 10-7-96

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. [illegible]

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Tally No. AAF [illegible]

SUBJECT: Transfer of 10 AT-6B Airplanes to Brazil.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-1	AAF AAC	1942 3-7	AAF/A-1 RJH/gee 1. In accordance with Directive No. 1-48, the following is submitted: a. Ten (10) Pilots. Name — Rank — Serial No. — Present Assignment Potter, Edward J. — 1st Lt. — 0-385360 — Ellington Field Buyers, John W. — 2nd Lt. — 0-[illegible] — Mather Field Kelly, Doran L. — 2nd Lt. — 0-[illegible] — Mather Field Monroe, Ralph E. — 2nd Lt. — 0-438442 — Mather Field Stitzer, Louis K. — 2nd Lt. — 0-438545 — Mather Field Hamilton, Frank A. — 2nd Lt. — 0-438531 — Mather Field Belcher, William E. — 2nd Lt. — 0-438500 — Mather Field Gammon, William J. — 2nd Lt. — 0-438569 — Mather Field Noble, Arthur L. — 2nd Lt. — 0-437255 — Kelly Field Nonnenmacher Nicholas T. — 2nd Lt. — 0-437579 — Kelly Field ~~SECRET~~ DECLASSIFIED

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No.

Tally No. AAF

SUBJECT: Transfer of 10 AT-6B Airplanes to Brazil. (cont'd)

NO.	FROM	TO	DATE	COMMENTS
1. cont	AAF dA-1	AAF AAG	1942 3-7	AAF/A-1 RJH/gee b. Chief of Air Corps will furnish the enlisted men as required. Hq. Army Air Forces MAR 7 1942 AAG Records WAR E. T. Exec. A-1
				File - No action required Per Col Handy. A

4152.1 Brazil (34)

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Air AG 452.1 Brazil (3-7)

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DOD Itrs.
8 Jan. & 20 June 1978
By LC; Date

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

March 3, 1942

DIRECTIVE MEMO FOR: A-1

SUBJECT: Transfer of 10 AT-6B Airplanes to Brazil.

1. You are directed to select, and to furnish to the Air Adjutant General and to A-3, the names, branch, rank or grade, serial numbers and present stations and assignments of the following personnel required to ferry ten (10) airplanes to Rio de Janeiro, Brazil, and to act as instructors:

a. Ten (10) Air Corps pilots competent to fly AT-6B airplanes and to instruct Brazilian pilots in the operation of the airplanes and their equipment. The Senior pilot should have at least two (2) years experience in flying tactical airplanes after completion of his pilot's training at the Air Corps schools.

b. Five (5) enlisted airplane mechanics qualified to act as crew chiefs for the AT-6B airplanes and to instruct Brazilian mechanics in the care and maintenance of the airplanes and their equipment.

c. Two (2) enlisted radio mechanics qualified to maintain and to instruct Brazilian personnel in the maintenance of the radio equipment of the AT-6B airplanes.

d. Two (2) enlisted armorers qualified in the care and maintenance of the armament equipment of the AT-6B airplanes, including bomb racks, and to instruct Brazilian personnel in the maintenance thereof.

e. One (1) enlisted clerk qualified in the preparation and maintenance of Air Corps engineering and operations records, and to instruct Brazilian personnel in the preparation and maintenance of such records.

2. The personnel selected should be qualified for immediate assignment to foreign duty in a tropical climate.

3. If available, the personnel selected, more particularly the commissioned personnel, should be able to speak Portugese.

Dispatched MAR 5 1942 AAG

4. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to A-2 and A-3. A-WPD is monitoring [illegible] Air Divisions.

Chief of Staff	Dep. Air Chief	A. S. G.	Report of action taken is requested.	Budget	Statistics	
			By direction of the Chief of the Air Staff:			
DISTRIBUTION: A-2 A-3 A-4 AWPD AI			DECLASSIFIED Brig. Gen. [illegible], Ch. Colonel, Air Corps, Secretary of the Air Staff.			

AAF-20

OnOA 452.1 Brazil (39)

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DOD Itr.
8 Jan. & 20 June 1974
By ... NC, Date 10-7-74

AAF/ A-WPD
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Written 3/1/42

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MAR 3 1942

MEMORANDUM FOR THE COMMANDING GENERAL, FIELD FORCES,

Subject: Transfer of 2 B-18 and 10 P-36 Airplanes to Brazil.

452.1 Brazil (37)

1. Reference is made to letter from the Adjutant General, to the Commanding General, Field Forces, dated January 21, 1942 subject: "Military Mission to Brazil" (AG-400.3295 (1-16-42) MSC-C); amended by letter between the same headquarters, dated February 7, 1942, same subject. These letters constitute a directive for the transfer of 2 B-18 and 10 P-36 airplanes, together with certain operating and maintenance personnel, spare parts, equipment and ammunition, to the U.S. Military and Military Aviation Mission in Brazil. Action was subsequently suspended by request of U.S. Ambassador to Brazil, when it was developed that there were some differences in understanding between the two governments as to details.

2. As indicated by the memorandum for the Chief of the Army Air Forces from the Assistant Chief of Staff, War Plans Division, subject: "2 B-18 and 10 P-36 Aircraft for Brazil", dated February 27, 1942, copy attached as Tab A, and supplemental memorandum, copy attached as Tab B, the State Department has informed the War Department that it is now desired to transfer the same aircraft, equipment and ammunition to Brazil, under the Lend-Lease Program; transfer to be effected through the U.S. Military and Military Aviation Mission to Brazil, in accordance with details set forth in Tabs A and B.

3. It is therefore requested that secret instructions be issued to the Commanding General, Caribbean Defense Command, substantially in accordance with the suggested form for cablegram attached hereto as Tab C, to accomplish, with all practicable expedition, the delivery of the airplanes and equipment to the Chief of the United States Military and Military Aviation Mission to Brazil, or his representative; delivery to be made at Fortaleza, Brazil. The senior ferrying pilot will be instructed to present [illegible] to the Commanding General, Caribbean Defense Command, Canal Zone, Panama, Record the Same, and with the Chief of the United States Military and Military Aviation Mission to Brazil, or his representative.

HEADQUARTERS ARMY AIR FORCES

Chief of Staff	Secy	Air Staff	A-3	A-4	A-5	A-6	A-7	A-8	A-9	A-10

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AW

Written 3/1/42

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4. It is requested that this headquarters be advised when the airplanes and personnel may be expected to arrive at Fortaleza; and as to the arrangements made for shipment of the spare parts, equipment and ammunition, by boat.

For the Chief of The Air Staff:

H. A. Craig
Colonel, Air Corps
Act'g Assistant Chief of the Air Staff, A-WPD

Incls.
1 - Tab A
2 - Tab B
3 - Tab C

HEADQUARTERS ARMY AIR FORCES - COORDINATION

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

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5 Jan. & 20 June 1974
LC: Dec. 6-7-74

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

~~SECRET~~
By Authority A.C. of S. WP
2/27/42 RH
date Initials

WPD 4224-228

FEB 27, 1942

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Two B-18 and Ten P-36 Aircraft for Brazil.

1. The Department of State informs the War Department that the Brazilian Government is desirous of accepting the above mentioned aircraft, to be transferred to Brazil under Lend-Lease.

2. It is therefore requested that you take the necessary action to deliver these aircraft to Fortaleza, Brazil, together with the necessary crews and maintenance personnel. Major Jose Sampaio de Macedo will await the arrival of these planes at Fortaleza, and all necessary arrangements after arrival may be made through him. For the purpose of discussing arrangements with Air Brigadier Eduardo Gomes, Commander of the Second Air Zone, the senior officer accompanying the foregoing planes should proceed to Recife. A representative of the Chief of the United States Military Air Mission to Brazil will also be present at Recife.

3. The above mentioned United States personnel will be under the command of the Chief of the United States Military Air Mission in Brazil. They will not return to their stations until released by him.

4. The aircraft will be consigned to the United States Military Air Mission in Brazil, and will be operated under the supervision of this mission until such time as Brazilian air pilots are capable of operating the planes, when the latter, with all necessary equipment, will be turned over to the Brazilian Government by the Chief of the United States Military Air Mission in Brazil, under the provisions of Lend-Lease. For political reasons, the decision of Brazilian authorities as to when the Brazilian pilots are capable of operating these aircraft will

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

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5. It is requested that you transmit to the Chief of the United States Military Air Mission, through G-2, W. D. G. S., the necessary instructions and information for the receipt of these aircraft. He has already been advised of the proposed action.

6. It is requested that you notify the War Plans Division of the date of departure of these aircraft.

DWIGHT D. EISENHOWER
Brigadier General,
Assistant Chief of Staff.

(Signed) C.K. Gailey, Jr.
C. K. Gailey, Jr.
Lt. Col., G.S.C.,
Executive, WPD

Dispatched
FEB 27, 1942
AAG

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

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E.O. 12958 Sec. 3.6
By [illegible] NARA, Date 1-7-04

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WDD A336-228

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Two B-25 and two B-26 Aircraft to Brazil.

1. Reference is made to memorandum for the Chief of the Army Air Forces, dated February 27, 1942, from the Assistant Chief of Staff, WPD, subject as above.

2. In addition to the airplanes listed, it is requested that the ammunition and equipment listed on inclosed Tab A accompany the planes and/or be shipped to Portaleza for delivery to the Brazilian Government by the U. S. Military Air Mission.

[illegible],
Brigadier General,
Assistant Chief of Staff.

Incls.
Tab A - Equipment and ammunition to accompany planes.

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TAB A

1. Equipment.

Spare parts for planes and engines
2 - Searchlights (Sperry) with repair kit, or equivalent
1 - Station wagon or equivalent
1 - Cartridge belt loading machine
1 - Target towing assembly complete with two lengths of towing cable and equipment.
12 - A-5 sleeve targets
2 - Armorer kits
20 - Mechanics' kits
2 - Crew chiefs' kits
40 - Sperry A1 B - Air Corps (stationary)
100 - Sperry No. 1 - " " (Stationary)
10 - Paraschutes with jungle kits
Life rafts adequate for each plane

2. Ammunition.

100,000 rounds of cal. .30 (aircraft machine gun)
15,000 " " " .50 (" " ")
500 Practice bombs (smoke bottle or black powder)
20 - 500 lb. bombs
100 - 100 lb. bombs

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DOD Dir.
By ... NC Date 12-1-76

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Radiogram to The Commanding General, Caribbean Defense Command, Quarry Heights, Canal Zone

Re your Cable No. 895, 2d March, regarding transfer of 2 B-18 and 10 P-36 airplanes and equipment to Brazil. Request immediate reply whether 2 B-18's are equipped with Sperry bomb sights or substitute excluding Norden. If reply is affirmative the following instructions will be carried out with the least possible delay:

All equipment, ammunition and supplies as previously listed in letter and memo refered to in our Cable 342 should accompany planes and that which cannot be ferried should be shipped to Fortaleza by first available water transportation. Senior ferrying pilot will report to Recife and confer there with Air Brigadeiro Eduardo Gomes, Commander of the Second Air Zone and a representative of the United States Military Aviation Mission. Major Jose Sampaio de Macedo of Brazilian Air Force will meet planes at Fortaleza. Ferrying personnel will remain under command of the Chief of the U. S. Military Aviation Mission for a period of about three weeks to instruct Brazilian crews in the operation and maintenance of airplanes and equipment. At that time airplanes and equipment will be turned over to the U.S. Aviation Mission personnel and your personnel will return to your command. Advise this headquarters, also notify U.S. Military Aviation Mission at Rio de Janeiro when airplanes will arrive at Fortaleza, and what arrangements are made for shipment of material moving by boat.

If reply re bombsights is negative hold 2 B-18's for installation of [illegible] bombsights which will be forwarded with mounts by air. Release the 10 P-36's and equipment and supplies to be shipped by water under instructions above. Your request for replacement of all equipment and supplies transferred under these instructions should be forwarded by airmail.

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DOD Dir. 5200.9 Sec. 4 & 5B June 1958
By dlw, NARS, Date 10-7-74

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

~~SECRET~~

BY AUTHORITY OF A. C. OF S., WPD
2/28/42
Date
Initials

WPD 4224-228

MAR 2 1942

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Two B-18 and ten P-36 Aircraft to Brazil.

1. Reference is made to memorandum for the Chief of the Army Air Forces, dated February 27, 1942, from the Assistant Chief of Staff, WPD, subject as above.

2. In addition to the airplanes listed, it is requested that the ammunition and equipment listed on inclosed Tab A accompany the planes and/or be shipped to Fortaleza for delivery to the Brazilian Government by the U. S. Military Air Mission.

DWIGHT D. EISENHOWER,
Brigadier General,
Assistant Chief of Staff.

R.W. Crawford

R.W. CRAWFORD
Brigadier General, G.S.C.

Incls.
Tab A - Equipment and Ammunition to accompany planes.

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Hq. Army Air Forces
MAR 2 1942
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By: [illegible] (C) Date: 10-7-76

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TAB A

1. Equipment.

Spare parts for planes and engines
2 - Bombsights (Sperry) with repair kit, or equivalent
1 - Station wagon or equivalent
1 - Cartridge belt loading machine
1 - Target towing assembly complete with two lengths of towing cable and equipment
12 - A-5 sleeve targets
2 - Armorer kits
29 - Mechanics' kits
2 - Crew chiefs' kits
40 - forms 41 B - Air Corps (stationery)
100 - forms No. 1- " " (stationery)
10 - Parachutes with jungle kits
Life rafts adequate for each plane

2. Ammunition.

100,000 rounds of cal. .30 (aircraft machine gun)
15,000 " " " .50 (" " ")
300 Practice bombs (smoke bottle or black powder)
20 - 500 lb. bombs
100 - 100 lb. bombs

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5 Jan. & 30 June 1974
By [illegible] NC, Date 10-2-76

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BY AUTHORITY OF A. C. OF S., WPD
2/28/42 [illegible]
Date Initials

WPD 4224-228

MAR 2 1942

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Two B-18 and ten P-38 Aircraft to Brazil.

1. Reference is made to memorandum for the Chief of the Army Air Forces, dated February 27, 1942, from the Assistant Chief of Staff, WPD, subject as above.

2. In addition to the airplanes listed, it is requested that the ammunition and equipment listed on inclosed Tab A accompany the planes and/or be shipped to Fortaleza for delivery to the Brazilian Government by the U. S. Military Air Mission.

DWIGHT D. EISENHOWER,
Brigadier General,
Assistant Chief of Staff.

Incls.
Tab A - Equipment and Ammunition to accompany planes.

H.W. CRAWFORD
Brigadier General, G.S.C.

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Ans on 452.1 Brazil (3-6)

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5 Jan. & 30 June 1974
By [illegible] NC Date 10-7-76

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TAB A

1. Equipment.

Spare parts for planes and engines
2 - Bumbsights (Sperry) with repair kit, or equivalent
1 - Station wagon or equivalent
1 - Cartridge belt loading machine
1 - Target towing assembly complete with two lengths of towing cable and equipment
12 - A-6 sleeve targets
2 - Armorer kits
29 - Mechanics' kits
2 - Crew chiefs' kits
40 - forms 41 B - Air Corps (stationery)
100 - forms No. 1- " " (stationery)
10 - Parachutes with jungle kits
Life rafts adequate for each plane

2. Ammunition.

100,000 rounds of cal. .30 (aircraft machine gun)
10,000 " " " .50 (" " ")
500 Practice bombs (smoke bottle or black powder)
20 - 500 lb. bombs
100 - 100 lb. bombs

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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BY AUTHORITY OF THE CHIEF of the ARMY AIR FORCES
DATE NO. INITIALS

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

Tally No. AAF.

SUBJECT: Transfer of 10 AT-6B Airplanes to Brazil.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-WPD AE/el
1.	AAF A-WPD	AAF AAG	1942 2/28	1. It is requested that directives be issued to the Assistant Chiefs of the Air Staff, A-1, A-2 and A-3, substantially in the suggested forms therefor hereto attached, identified as Tab A, Tab B and Tab C, respectively. 2. Upon receipt of the necessary data from A-1 and A-3, it is requested that the Air Adjutant General cause to be issued the appropriate temporary duty and travel orders (secret) directing the personnel selected by A-1 to proceed without delay to the point designated by A-3, from which point they will ferry to Rio de Janeiro, Brazil, the 10 AT-6B airplanes which have been alloted to, and accepted by, the Brazilian Government; including provision for appropriate monetary allowances. The personnel will be directed to report, upon arrival at Rio de Janeiro, to the Chief of the U. S. Military and Military Aviation Mission to Brazil, for temporary duty instructing Brazilian Air Force personnel in the operation, care and maintenance of the AT-6B airplanes and their equipment. Upon completion of such temporary duty, as determined by the Chief of the U. S. Military and Military Aviation Mission, the personnel will be directed to return to their respective former stations in the United States. Concurrences: A. C. of S. A-1 A. C. of S. A-2 A. C. of S. A-3 A. C. of S. A-4 for H.L.G. C/A-WPD Incls. 1- Tab A 2- Tab B 3- Tab C	

452.1 January (35)

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Page No. 1

AG 452.1 Brazil (35)

DECLASSIFIED DOD Dirs. 5 Jan. & 30 June 1954 By [illegible] NARS, Date

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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BY AUTHORITY OF THE CHIEF of the ARMY AIR FORCES
File No.
DATE INITIALS

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

Tally No. AAF.

SUBJECT:

NO.	FROM	TO	DATE	COMMENTS
1.	A-WPD	AAG	2/28	MEMORANDUM FOR RECORD: Of the 50 AT-6B airplanes directed by the President to be allotted to the South American republics, 10 have been alloted to, and accepted by, Brazil, to be delivered at Rio de Janeiro, through the Chief of the U. S. Military and Military Aviation Mission to Brazil. Each airplane is to be completely equipped, including machine guns and bomb racks, necessary spare parts, and a ninety day supply of bombs and ammunition. Crews, consisting of 1 pilot and 1 enlisted man for each airplane, will accompany the airplanes for the purpose of ferrying, and, under the direction of the Chief of the U. S. Military and Military Aviation Mission, to instruct Brazilian crews in the operation and maintenance of the airplanes and equipment. When, in the judgment of the Chief of the U. S. Military and Military Aviation Mission, with the concurrence of the authorized representative of the Brazilian Government, such instruction has been satisfactorily completed, the accompanying crews will return to the United States. Under the direction of A-4 the spare parts for the radio equipment has been shipped via the S.S. Delbrasil to "the American Mission," Fortaleza, Brazil. A-4 has initiated action for shipment of the remainder of the spare parts for airplanes and equipment, also the 90 day supply of bombs and ammunition to the Chief of the United States "Military Air Mission", at Rio de Janeiro.

Hq. Army Air Forces
MAR 1 1942
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By [illegible] Auth: NC Date 10-1-96

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DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-1.

Subject: Transfer of 10 AT-6B Airplanes to Brazil.

1. You are directed to select, and to furnish to the Air Adjutant General and to the Assistant Chief of the Air Staff, A-3, the names, branch, rank or grade, serial numbers and present stations and assignments of the following personnel required to ferry ten (10) airplanes to Rio de Janeiro, Brazil, and to act as instructors:

a. Ten (10) Air Corps pilots competent to fly AT-6B airplanes, and to instruct Brazilian pilots in the operation of the airplanes and their equipment. The Senior pilot should have at least two (2) years experience in flying tactical airplanes after completion of his pilot's training at the Air Corps schools.

b. Five (5) enlisted airplane mechanics qualified to act as crew chiefs for the AT-6B airplanes and to instruct Brazilian mechanics in the care and maintenance of the airplanes and their equipment.

c. Two (2) enlisted radio mechanics qualified to maintain and to instruct Brazilian personnel in the maintenance of the radio equipment of the AT-6B airplanes.

d. Two (2) enlisted armorers qualified in the care and maintenance of the armament equipment of the AT-6B airplanes, including bomb racks, and to instruct Brazilian personnel in the maintenance thereof.

e. One (1) enlisted clerk qualified in the preparation and maintenance of Air Corps engineering and operations records, and to instruct Brazilian personnel in the preparation and maintenance of such records.

2. The personnel selected should be qualified for immediate assignment to foreign duty in a tropical climate.

3. If available, the personnel selected, more particularly the commissioned personnel, should be able to speak Portugese.

4. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to the Assistant Chiefs of the Air Staff, A-2 and A-3. A-WPD is monitoring the project. You will coordinate with these Divisions.

5. Report of action taken is directed.

J. J. TORK,
Colonel, Air Corps,
Secretary, Air Staff

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Air AD 452.1 Brazil (95)

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DOD Dir. 5 Nov. & 20 June 1974
By dlw, Nara, NC, Date 10-2-76

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DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-2.

Subject: Transfer of 10 AT-6B airplanes to Brazil.

1. Directives are being issued to the Assistant Chiefs of the Air Staff, A-1, and A-3, to select the necessary personnel and to accomplish the delivery to the Chief of the U. S. Military and Military Aviation Mission to Brazil of the 10 AT-6B airplanes which have been allocated to, and accepted by, Brazil. With the airplanes there are to be delivered the necessary spare parts and a ninety day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief or radio mechanic or armorer or clerk for each airplane) will accompany the airplanes for the purpose of ferrying them, and, under the direction of the Chief of the U. S. Military and Military Aviation Mission, to instruct Brazilian crews in the operation and maintenance of the airplanes. When, in the judgment of the Chief of the U. S. Military and Military Aviation Mission, with the concurrence of the authorized representative of the Brazilian Government, Brazilian crews have been sufficiently instructed to enable them to satisfactorily operate and maintain the airplanes, their armament and equipment, the ferrying personnel will return to their former stations in the United States.

2. The Assistant Chief of the Air Staff, A-4, in accordance with advice originally received as to the probable destination of the airplanes, has caused to be shipped on the S.S. Delbrasil to "the American Mission" at Fortaleza, Brazil, the following spare parts for radio equipment;

2 ea. Radio Set SCR-183 complete with tubes
2 ea. Interphone Equipment RC-27 complete with tubes
2 ea. Filter Equipment RC-32
5 Ea. Microphone T-17
5 ea. Headset HS-18

This materiel is intended for the Chief of the U.S. Military and Military Aviation Mission, at Rio de Janeiro, Brazil. A-4 is initiating instructions for shipment of the remainder of the spare parts for the airplanes and their equipment, also the bombs and ammunition, to the Chief of the "United States Military Air Mission" at Rio de Janeiro, Brazil. Through proper channels, you will so inform the Chief of the U.S. Military and Military Aviation Mission.

3. The Assistant Chief of the Air Staff, A-3, is being directed to advise you as to the arrangements made, the personnel selected, and the schedule for the ferrying flight, and to furnish you copies of orders and instructions issued by him for the accomplishment of the mission. Upon receipt of this information you will transmit the same, or the essential elements thereof, through proper channels, to the Chief of the U.S. Military and Military Aviation Mission at Rio de Janeiro, Brazil. The Chief of the U.S. Military and Military Aviation Mission will be informed that he, with the approval and concurrence of the authorized representative of the Brazilian Government, will determine when Brazilian crews have been

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sufficiently instructed in the operation and maintenance of the airplanes and equipment. When the Brazilian crews have been sufficiently instructed, the Chief of the U. S. Military and Military Aviation Mission will release the ferrying personnel to return to the United States, and, through proper channels, will advise the Chief of the Army Air Forces that the ferrying crews have been released.

4. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to the Assistant Chiefs of the Air Staff, A-1 and A-3. A-MPD is monitoring the project. You will coordinate with these Divisions and with A-4.

5. Report of action taken is directed.

J.J. York,
Colonel, Air Corps,
Secretary, Air Staff

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] Date 12-7-76

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DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-3.

Subject: Transfer of 10 AT-6B Airplanes to Brazil.

1. Of the 50 AT-6B airplanes directed by the President to be allocated to South American republics, ten (10) have been allocated to, and accepted by, Brazil, to be delivered at Rio de Janeiro, Brazil, through the Chief of the U. S. Military and Military Aviation Mission to Brazil.

2. Each airplane is to be completely equipped, including machine guns and bomb racks. With the airplanes there are to be delivered the necessary spare parts and a ninety day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief, radio mechanic, armorer, or clerk for each airplane) will accompany the airplanes for the purpose of ferrying and, under the direction of the Chief of the U. S. Military and Military Aviation Mission to Brazil, to instruct Brazilian crews in the operation and maintenance of the airplanes and equipment. When, in the judgment of the Chief of the U. S. Military and Military Aviation Mission, such instructions have been satisfactorily completed the accompanying crews will return to the United States. The airplanes will be ferried with normal loads of machine gun ammunition. A ninety day supply of bombs and ammunition and necessary spares are being shipped under the direction of A-4.

3. You are directed:

a. With the cooperation and assistance of the Assistant Chief of the Air Staff, A-4, to arrange for the delivery of the airplanes by the manufacturer (North American Aviation Inc. of Texas, of Dallas, Texas) to the ferrying personnel; to have the airplanes fully equipped, including machine guns and bomb racks, and to have each airplane supplied with a normal load of machine gun ammunition.

b. To make the necessary arrangements and prepare or direct the preparation of a schedule and appropriate operations orders and instructions:

(1) For assembling the personnel at the point where they will be directed to receive delivery of the airplanes;

(2) To provide for their proper orientation, and such instructions as they may require in the operation and maintenance of the airplanes, armament and equipment;

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(3) To provide for the issuing to them of appropriate clothing and individual equipment;

(4) To direct the personnel in securing proper passports and visas; and instruct them in regard to regulations which will govern their flight over foreign territory;

(5) To provide for defraying such expenses as will be incurred, necessarily incident to the flight; and

(6) To accomplish the performance of the mission.

The pilot who will command the flight will be instructed that, for diplomatic reasons, the Chief of the U.S. Military and Military Aviation Mission, with the approval and concurrence of the authorized representative of the Government of Brazil, will determine when Brazilian crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment; but the senior ferrying pilot will advise with, and consult, the Chief of the U. S. Military and Military Aviation Mission, and will undertake to insure, in so far as he is able, that the Brazilian personnel undergoing instructions are competent in the operation and maintenance of the airplanes, and equipment, before the instruction is deemed sufficient.

c. To furnish the Air Adjutant General with a copy of the schedule for the performance of the ferrying mission, and any other data he may require for the preparation of necessary orders.

d. To deliver to the Assistant Chief of the Air Staff, A-2, for transmission, through the Assistant Chief of Staff, G-2, to the Chief of the U. S. Military and Military Aviation Mission at Rio de Janeiro, Brazil, information as to the arrangements made, the personnel selected, the schedule for the ferrying flight, and copies of pertinent orders and instructions issued for the accomplishment of the mission.

4. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to the Assistant Chiefs of the Air Staff, A-1 and A-2. A-WPD is monitoring the project. You will coordinate with these Divisions and with A-4.

5. Report of action taken is directed.

J. J. YORK,
Colonel, Air Corps,
Secretary, Air Staff

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

TO: AFAG Date 2/15/42

___Chief of the Army Air Forces.
___C.G., Air Force Combat Command.
___Chief of the Air Corps.
___Chief of the Air Staff.
___Secretary of the Air Staff.
___A-1 Division.
___A-2 Division.
___A-3 Division.
___A-4 Division.
✓ Air War Plans Division WPD/H for info.
___Budget Section.
___Statistics Section.
___Air Inspector.
✓ A.F. Files.

for necessary action.

Memo for C.G. Field Forces re: transfer of 2 B-18 & 10 P-36 airplanes to Bruns. prepared & delivered by hand to G-3, GHQ, March 3, 1942

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

MAR 4 1942
AAG Record

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DOD Dir. 5200.9
By: Alan Lowe, NARA, Date 10-7-14

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BY AUTHORITY OF A. C. OF S., WPD
2/27/42

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

FEB 27 1942

WPD 4224-226

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Two B-18 and Ten P-36 Aircraft for Brazil.

1. The Department of State informs the War Department that the Brazilian Government is desirous of accepting the above mentioned aircraft, to be transferred to Brazil under Lend-Lease.

2. It is therefore requested that you take the necessary action to deliver these aircraft to Fortaleza, Brazil, together with the necessary crews and maintenance personnel. Major Jose Gonsalo de Macedo will await the arrival of these planes at Fortaleza, and all necessary arrangements after arrival may be made through him. For the purpose of discussing arrangements with Air Brigadier Eduardo Gomes, Commander of the Second Air Zone, the senior officer accompanying the foregoing planes should proceed to Recife. A representative of the Chief of the United States Military Air Mission to Brazil will also be present at Recife.

3. The above mentioned United States personnel will be under the command of the Chief of the United States Military Air Mission in Brazil. They will not return to their stations until released by him.

4. The aircraft will be consigned to the United States Military Air Mission in Brazil, and will be operated under the supervision of this mission until such time as Brazilian air pilots are capable of operating the planes, when the latter, with all accessory equipment, will be turned over to the Brazilian Government by the Chief of the United States Military Air Mission in Brazil, under the provisions of Lend-Lease. For political reasons, the decision of Brazilian authorities as to when the Brazilian pilots are capable of operating these aircraft will govern.

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5. It is requested that you transmit to the Chief of the United States Military Air Mission, through G-2, W. D. G. S., the necessary instructions and information for the receipt of these aircraft. He has already been advised of the proposed action.

6. It is requested that you notify the War Plans Division of the date of departure of these aircraft.

Dispatched
FEB 27 1942
AAG

DWIGHT D. EISENHOWER,
Brigadier General,
Assistant Chief of Staff.

J. K. GAILEY,
Lt. Col., G.S.C.,
Executive, WPD.

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Aug 42 Brazil (33)

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E.O. 12958 as amended
By [illegible] Date 8-7-06

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(AAF 48) AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES

DATE INITIALS

February 28, 1942

452.1 Brazil (32)

SUBJECT: AT-6B Airplanes to South America.

TO : The Chief of the Air Corps

1. Reference Routing and Record Sheet from A-4 Division of the Air Staff, subject: "Allocation of 50 (fifty) AT-6B Airplanes among certain South American Countries."

2. It is directed that you ship by first available transportation, necessary spare parts for ten (10) AT-6B Airplanes to the Chief, United States Military Air Mission in Rio De Janeiro, Brazil.

3. It is requested that you inform the Chief of the Army Air Forces when shipment has been made.

By command of Lieutenant General ARNOLD:

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

Dispatched
MAR 1 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION												
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Materiel	
	WJF ↓ Rgc.					✓						

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By [illegible] LC; Date 10-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No.

Tally No. AAF

SUBJECT: AT-6B Airplanes to South America.

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 JOS/emd
1	AAF A-4	AAF AAG	1942 2/27	1. It is requested that a directive, substantially as follows, be sent to the Chief of Air Corps: "1. Reference Routing and Record Sheet from A-4 Division of the Air Staff, subject: "Allocation of 50 AT-6B Airplanes among Certain South American Countries." 2. It is directed that you ship by first available transportation, necessary spare parts for ten (10) AT-6B Airplanes to the Chief, United States Military Air Mission in Rio De Janeiro, Brazil. 3. It is requested that you inform the Chief of the Army Air Forces when shipment has been made." Eq. Army Air Forces FEB 27 AAG RECEIVED WJF for TJH, Jr. C/A-4

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By ... NND ...

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AAF/A-4
ECL
written 2/14/42

4152.1 Brazil (31)

February 17, 1942.

MEMORANDUM FOR THE EXECUTIVE, MUNITIONS ASSIGNMENTS BOARD

Subject: Aircraft for Brazil

1. The Air Staff of the Army Air Forces has given careful consideration to the requests made in your memorandum of February 11, 1942, Subject: "Aircraft for Brazil" (copy attached)

2. Reference Requisition B-62 for 10 Beechcraft C-45 (AT-7) 6-passenger, two-engine transport airplanes. The production of this type has been temporarily interrupted because of the urgency of need for the Beech AT-11 crew trainer (a major modification of the C-45). Deliveries of the C-45 (AT-7) model are not scheduled to begin again until May or June 1942. The Air Force training schools are in great need for the AT-7 (a minor modification of the C-45) for navigation training. The delivery schedule agreed to by the Joint Aircraft Committee--two each month beginning in August 1942--does seriously interfere with the training program established for Air Force personnel. It is strongly urged that no further encroachment be made upon the small quantities scheduled for delivery to the Air Forces during June and July 1942.

3. Reference Requisition B-103 for 50 Vultee basic trainer (1 engine) airplanes. The Chief of the Army Air Forces has agreed to advance the delivery dates on these airplanes so that the entire quantity (50) may be made available to Brazil during February 1942.

4. Reference Requisition B-97 for 28 North American B-25 medium bomber (2-engine) airplanes. The Chief of the Army Air Forces is at present enjoined from disposing the B-25 medium bombardment airplanes with the South American Republics by the directive of the Secretary of War dated December 1, 1942, Subject: "Armaments for American Republics" (copy attached). In view of the fact that this directive was issued prior to the declaration of War by the United States the question is raised as to whether it is now desired to modify the directive. The further question is raised as to whether the decision in this matter will be made on the basis of a War Department General Staff Study or whether the matter will be referred to the combined Chiefs of Staff for study and recommendation.

mja

HEADQUARTERS ARMY AIR FORCES - COORDINATION of the Army Air Forces:

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

Incls.
cy Memo fr Exec. Mun. Assign. Board, to C/AAF, 2/11/42
cy ltr 12/1/41, fr. AG

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

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DOD Dirs.
8 Jan. & 30 June 1974
By [illegible] Date 10-2-76

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WAR DEPARTMENT

WASHINGTON

February 11, 1942.

MEMORANDUM FOR THE CHIEF, ARMY AIR FORCES.

Subject: Aircraft for Brazil.

In a conference recently held with the Brazilian Ambassador and members of the Brazilian Military Commission, this office (Munitions Assignments Board) was asked to render assistance in connection with the Brazilian Defense Aid requisitions listed below:

1. Requisition B-62.
10 Beechcraft C-45 (AT-7), 6-passenger, 2-engine transport airplanes.

The Joint Aircraft Committee recently approved the requisition under Case No. 1231, with deliveries scheduled for two each month beginning in August 1942.

It is requested that consideration be given to the possibility of deferring delivery on airplanes due on United States Army contract in order to expedite delivery to Brazil.

2. Requisition B-103.
50 Vultee BT-15 (basic trainer, one-engine) airplanes.

The Chief of Staff and the Chief, Army Air Forces recently approved the schedule of delivery of ten a month beginning in February 1942.

The Brazilian Commission asked that consideration be given to the immediate shipment of 25 of these airplanes and delivery of the remaining 25 in June 1942. The point made by the Brazilian Commission is that they need a minimum of 25 airplanes to start immediately the basic training of a group of 150 cadets who are now available.

It is requested that this office be advised whether the Army Air Forces will accept a schedule of delivery for BT-15 airplanes to Brazil which provides for delivery of 25 in February and 25 in June 1942.

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3. Requisition B-97.
28 North American B-25 (medium bomber, 2-engine) airplanes.

A requisition for this item has not yet been processed by the Joint Aircraft Committee.

It is appreciated that it will be impracticable to schedule satisfactory deliveries from new production. It is therefore requested that the Chief, Army Air Forces, advise this office of the earliest delivery which can be made to Brazil as a result of the deferments of delivery on United States Army contract.

In view of the fact that current and prospective Army commitments will obligate the capacity of North American - Inglewood and Kansas City - through 1943, the question is raised as to whether this requisition should be referred to the Joint Aircraft Committee for consideration in connection with a scheduling of delivery from unobligated production capacity.

J. H. BURNS,
Major General, U. S. Army,
Executive,
Munitions Assignments Board.

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8 Jan. & 20 June 1974
By [illegible] NC Date 10-7-76

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

File No.

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

Tally No. AAF

SUBJECT: Aircraft for Brazil

NO.	FROM	TO	DATE	COMMENTS
				AAF/A-4 RGL/mja
1.	AAF A-4	AAF C/AAF	1942 2/16	1. It is requested that the attached Memorandum for the Executive, Munitions Assignments Board, Subject: Aircraft for Brazil" be signed and transmitted to General Burns in response to his Memorandum of February 11, 1942, Subject: "Aircraft for Brazil".
	Hq. Army Air Forces FEB 16 1942 AAG RECEIVED			B FSB Act. C/A-4 Incl. Memo for Exec., Mun. Assign. Board

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By CHief, DAS, OCS, Date 10-7-79

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2/13/42

AAF/AWPD
EEF-aea

FEB 18 1942

452.1 Brazil (30)

MEMORANDUM FOR THE COMMANDING GENERAL, FIELD FORCES:

Subject: United States Military Mission to Brazil.

1. The Chief of Staff has approved the transfer of 2 B-18 and 10 P-36 type aircraft to the Brazilian Government. The U. S. Army Air Force personnel to ferry them and to train Brazilian crews in their operation are to go with the aircraft and remain in Brazil until the transfer is finally accomplished. The airplanes are to go to the Mission and are to be stationed in the Natal area. As soon as the Brazilian crews are qualified to operate the aircraft, the United States crews and accompanying personnel are to return to their stations.

2. The list of crews is as follows:

a. For B-18 aircraft
2 pilots
2 co-pilots } officers
2 navigators
2 engineers
2 radio operators } enlisted men

b. For P-36 aircraft
10 pilot officers

3. The remainder of the personnel and the equipment and ammunition to be supplied will be as stated on the attached list.

4. All of the above personnel, equipment and ammunition will be furnished by the Caribbean Defense Command.

5. In order that the necessary preparations may be made, it is requested that the Commanding General, Carribbean Defense Command, be informed of the status of this project.

Carib Def Cmd
2/13/42

HEADQUARTERS ARMY AIR FORCES
Office of the Chief of the Air Staff

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

H. L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-W

Incl.
List of Personnel, Equip., and Ammun.

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AG 452.1 Brazil (30)

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DOD dirs
9 Jan. & 30 June 1974
By: [illegible] LC, Date 10-7-76

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1. Personnel

2 - Armament Specialists (one qualified in bombsight maintenance)
2 - Airplane and engine mechanics
2 - radio operator and mechanic
1 - technical clerk

Note: All of the above personnel to be of the first three grades.

2. Equipment

Spare parts for planes and engines
2 - Bombsights (Sperry) with repair kit
1 - Station wagon or equivalent
1 - Cartridge belt loading machine
1 - Target towing assembly complete with two lengths of towing cable and equipment
12 - A-5 sleeve targets
2 - Armorer kits
29 - Mechanics' kits
2 - Crew chiefs' kits
40 - Forms Al B - Air Corps
100 - Forms No. 1- " "
10 - Parachutes with jungle kits
Life rafts adequate for each plane

3. Ammunition

100,000 rounds of cal. .30 (aircraft machine gun)
15,000 " " " .50 " " "
300 Practice bombs (smoke bottle or black powder)
20 - 500 lb. bombs
100 - 100 lb. bombs

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E.O. & 10 June 1979
By [illegible] NARS, Date 10-3-14

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RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT: United States Military Mission to Brazil.

Receipt is acknowledged of Memorandum for the Commanding General, Field Forces, subject as above dated _____.

Incl. - List of Personnel, Equip., and Ammn.

_____
Officer Rank

_____
Office

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

AAF-3
W-4759, A. C.

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DOD Dirs
5 Jan. & 20 June 1974
By [illegible] LC; Date 10-7-76

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452.1 Brazil (2)

February 14, 1942

Chief
Brazilian Aeronautical Purchasing Commission
Washington, D.C.

Dear Sir:

The Secretary of War has directed that the Army Air Forces tender your Government 10 AT-6 airplanes for procurement under the Lend Lease Program. It is to be mutually understood that the necessary Lend-Lease procedure be put in motion and the customary Defense Aid Requisitions made out, signed and filed with the office Lend-Lease Administrator for processing.

The airplanes will be complete with guns, radio and wing bomb racks. The cost of the airplane complete will be $28,286.00. The value of the recommended list of spare parts will be $5,980.00 including packing and shipping to pier side.

If acceptable to your Government and your Commission, it is proposed to ferry these planes to the destination you may designate in Brazil. Air Corps pilot-instructors will fly the airplanes to Brazil and remain with the airplanes until Brazilian Air Force personnel are ready to take over the operations of these airplanes. In addition to the pilot-instructors, it is proposed to send along a crew-chief instructor who will remain with the pilot until his task is completed.

It is requested that your Commission advise the Chief, Army Air Forces as to the exact destination for delivery and what Brazilian Government agency will receive these aircraft.

These airplanes are now available at the factory. An early reply will be appreciated, in order that the movement may be expedited.

Very truly yours,

mja

Dispatched
FEB 14 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	Gen. Lundquist	Budget	Statistics
							Lt. Col., Air Corps Liaison Officer		

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DOD Dir
5 July & 30 June 1954
By [illegible] NLC Date 8-7-96

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

W. P. D.,G. S.

WPD 4406-42

February 11, 1942.

MEMORANDUM TO THE WAR DEPARTMENT LIAISON OFFICER* FOR THE BRAZILIAN AERONAUTICAL PURCHASING COMMISSION, THRU THE CHIEF OF THE ARMY AIR FORCES:

Subject: Airplanes for Brazil.

1. The Secretary of War directs that you offer 10 AT-6 aircraft to the local Brazilian Aeronautical Purchasing Commission.

2. It is requested that you make this offer by letter incorporating the following:

a. These aircraft can depart from the United States on or about February 20, 1942.

b. These aircraft can be turned over to the Brazilian Government upon arrival at destination.

c. It is proposed that the value of these aircraft be deducted from Lend Lease credits already set up for the Brazilian Government for aircraft.

d. The total cost of the aircraft should be definitely made known to the Brazilian representatives.

e. Definite information should be requested as to the exact point in Brazil at which it is desired these aircraft be delivered and in view of the fact that it is proposed to fly these aircraft to Brazil, it should be urged that the point of delivery be such as is practicable for delivery by flying. Some airport in the Natal Area should be recommended.

f. Information should be requested as to what agency of the Brazilian Government will receive these aircraft.

g. A prompt reply should be requested from the Brazilian representatives in order that the movement may be expedited in accordance with the desires of the President of the United States.

3. It is requested that the War Plans Division be kept informed of the results of this offer.

Dwight D. Eisenhower

D. D. EISENHOWER,
Brigadier General, G. S. C.

* (Lt. Col. Langmead, A.C.)

DECLASSIFIED Auth: WPD 4-7-8 Brazil

~~CONFIDENTIAL~~

AAG 816
AG 452.1 Brazil (29)

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By [illegible] NC, Date 10-7-76

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AAF/A-4
RCL

February 14, 1942

Chief
Brazilian Aeronautical Purchasing Commission
Washington, D.C.

Dear Sir:

The Secretary of War has directed that the Army Air Forces tender your Government 10 A2-8 airplanes for procurement under the Lend Lease Program. It is to be mutually understood that the necessary Lend-Lease procedure be put in motion and the customary Defense Aid Requisitions made out, signed and filed with the office Lend-Lease Administrator for processing.

The airplanes will be complete with guns, radio and wing bomb racks. The cost of the airplane complete will be $28,286.00. The value of the recommended list of spare parts will be $6,980.00 including packing and shipping to pier side.

If acceptable to your Government and your Commission, it is proposed to ferry these planes to the destination you may designate in Brazil. Air Corps pilot-instructors will fly the airplanes to Brazil and remain with the airplanes until Brazilian Air Force personnel are ready to take over the operations of these airplanes. In addition to the pilot-instructors, it is proposed to send along a crew-chief instructor who will remain with the pilot until his task is completed.

It is requested that your Commission advise the Chief, Army Air Forces as to the exact destination for delivery and what Brazilian Government agency will receive these aircraft.

These airplanes are now available at the factory. An early reply will be appreciated, in order that the movement may be expedited.

Very truly yours,

mja

Dispatched
Rec'd 14 -42
AAG

H. C. LANGHEAD
Lt. Col., Air Corps
Liaison Officer

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Copy for Gen. Arnold

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DOD Rpt
By: [illegible] Date: 10-7-76

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HEADQUARTERS OF THE ARMY AIR FORCES

February 10, 1942

Mr. Thomas Burke, Chief
Division of International Communications
Department of State
Washington, D. C.

Dear Mr. Burke:

It is requested that a message substantially as follows be transmitted to the U. S. Consul at Rio de Janiero:

REQUEST PERMISSION FOR DC-3 AIRCRAFT NUMBERS #1-20081, #-34989, #-34990. PILOTED BY MESSRS. DEARING, WEDGE AND FISHER WITH CREWS OF FOUR IN EACH PLANE TO TRANSIT BRAZIL.

Very truly yours,

Hq. Army Air Forces
FEB 11
AMD RECEIVED

J. T. GILMORE,
Major, Air Corps,
Chief, Foreign Liaison Section, A-2
Air Liaison Officer.

452.1 Bunker (27) B

SECRET

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES COORDINATION

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DOD ltr
5 Jan. & 20 June 1974
By AG Ltr. Ltr. Date 4-3-75

U S-F-694

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FEB 5 1942

Mr. Thomas Burke, Chief
Division of International Communications
Department of State
Washington, D. C.

Dear Mr. Burke:

It is requested that a message substantially as follows be transmitted to the U. S. Consul at Rio de Janeiro:

REQUEST PERMISSION FOR C-53

AIRCRAFT NUMBERS 20082, 20083, 20084 and 20085

TO TRANSIT BRAZIL. CAPTAINS LATER.

(12) Brazil 1.2.54

J. T. CLEMENT,
Major, Air Corps,
Chief, Foreign Liaison Section, A-2
Air Liaison Officer.

Original taken to State Dept by Lt Ford 11/5/42

HEADQUARTERS ... COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A1	A2	A3	A4	A-Spec	A-Supp	Budget	Statistics	

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452.1 Brazil (26)

Hq Army A

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MA 10 1942
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-PAF/SWPD
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WD, Hq aaf

2nd Ind. MAR 10 1942

~~Office of the Chief of the Army Air Forces, Washington, D. C.~~ To The Assistant Chief of Staff, G-2, War Department, Washington, D.C.

1. The project for transfer of 2 B-18 and 10 P-36 airplanes to Brazil has been revived as of February 27, 1942. By radiogram March 3, 1942 the Commanding General, Caribbean Defense Command has been ordered by the Commanding General, Field Forces, to deliver to the Chief of the U.S. Military and Military Aviation Mission in Brazil, the airplanes, equipment and ammunition originally proposed to be transferred. However, transfer is now to be effected under a new agreement whereby, as this Headquarters is advised, the airplanes will be retained under control of the U.S. Military and Military Aviation Mission for a very short period, only, required for instruction of Brazilian personnel in the operation and maintenance of the aircraft.

2. It is believed therefore that the U.S. Military and Military Aviation Mission will incur little, if any, expense in connection with the transfer of these airplanes and equipment to the Brazilian Government under the new arrangement; and that the inquiry requested in the attached memorandum for the Chief of the Army Air Forces dated February 4, 1942, subject "2 B-18 and 10 P-36 Planes Assigned to the Military Mission" is no longer appropriate.

3. This matter has been discussed with Col. Heard of the Latin American Section, G-2, who has informally concurred in this disposition of the subject memorandum.

For the Commanding General:

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A-[illegible]	Budget	Sta-tistical
Rec'd. 1- Mar 6 Feb 4, 1942	MD			Disposed				Colonel, Adjutant	A.G.D. General, A.A.	
2- G-2 to Chief		FCR		MAR 7 1942						

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452.1 Brazil (26)

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8 Jan. & 20 June 1974
By AL-pe LC; Date 10-7-76

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AAF/A-WPD
AM
Wtn 2/11/42

FEB 12 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-2

Subject: 2 B-18 and 20 P-36 Airplanes Assigned to Military Mission in Brazil.

1. The transfer of 2 B-18 and 20 P-36 airplanes, together with certain operating personnel and equipment, from the Caribbean Defense Command to the Chief of the Military and Military Aviation Mission in Brazil has been tentatively postponed at the request of General Miller contained in his cable 7193, dated February 2, 1942.

2. Action on paragraph "f" of the attached "Memorandum for the Chief of the Army Air Forces" dated February 4, 1942, subject, as above, is therefore being suspended.

3. Upon this office being informed that the project is reinstated, action will be taken to secure an estimate on all funds which will be required for the continuation and expansion of the activity, in order that funds may be allocated thereto by the appropriate agencies.

For the Chief of the Air Staff.

H. L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

Encl.
1- Memo for CAAF 4 2/4/42 subj. as above.

452.1 Brazil (26)

SL

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Dep Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A. Insp.	Budget	Statistics	
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452.1 Brazil (26)

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8 Jan. & 20 June 1974
By [illegible] LC, Date 8-7-78

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
MILITARY INTELLIGENCE DIVISION
WASHINGTON

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

MID 210.68 Brazil

February 4, 1942

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Two B-18 and Ten P-36 Planes Assigned to the Military Mission.

1. In an approved memorandum from the Chief of Staff, dated January 26, 1942, it was directed that two B-18 and ten P-36 airplanes with the necessary personnel be transferred from the Caribbean Defense Command to the Chief of the Military Aviation Mission to Brazil.

2. Although these airplanes were assigned to the Chief of the Military Mission, the Assistant Chief of Staff, G-2, concurred in the above memorandum on the understanding that they were not actually for the use of the Mission, but were part of a general plan, looking towards the eventual establishment of Air Corps Combat Forces in northeast Brazil.

3. General Miller, the Military Attache in Brazil, has requested an initial allotment of $2000.00 to cover miscellaneous expenses in connection with the assignment of two officers and fourteen enlisted men detailed to maintain these planes at Fortaleza. These miscellaneous expenses would cover such items as communications, up-keep of station wagons, and repairs thereto, medical kits, and the improvement of sanitary conditions.

4. An initial allotment of $2000.00 from the appropriation, "National Defense Activities, War Department," has been made to the United States Military Attache, Brazil, for this purpose. However, it is not considered that the expenses of this part of the Mission should continue to be charged to these funds, but rather to the regular appropriations set up by various agencies for the specific purposes required.

5. It is recommended that an estimate of all funds required for the continuation and expansion of this activity be obtained by the Air Corps and submitted by them to the agencies concerned requesting that such funds, be provided.

RAYMOND E. LEE,
Brigadier General, U. S. Army,
Assistant Chief of Staff, G-2.

FEB 5'42 AM
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HQ AAF FEB 4 - AAG RECEIVED

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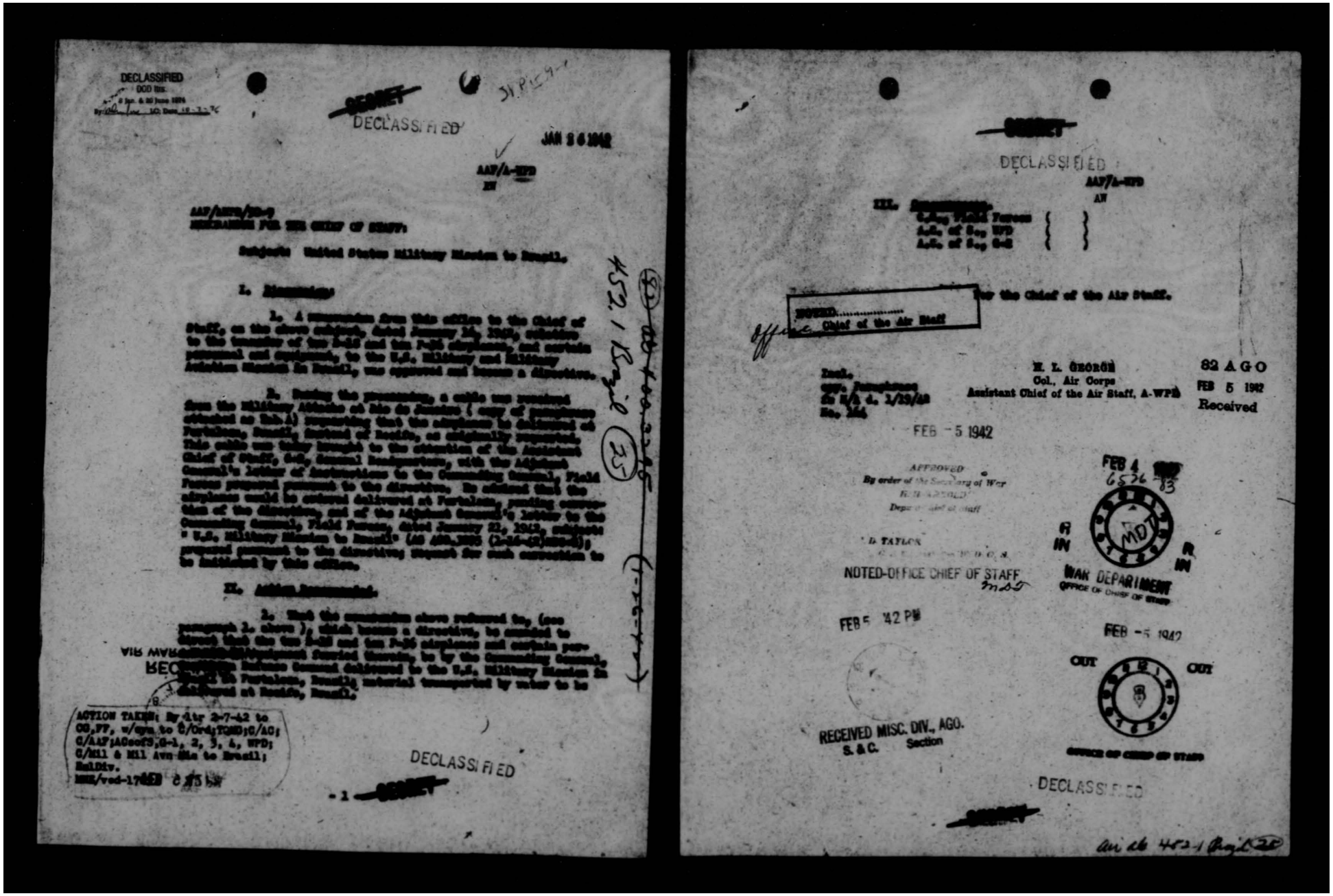

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By [illegible]

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JAN 26 1942

AAF/A-WPD
XX

AAF/ASTG/320.2
MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: United States Military Mission to Brazil.

I. Discussion:

1. A memorandum from this office to the Chief of Staff, on the above subject, dated January 24, 1942, relative to the transfer of two P-40E and two P-36C airplanes, and certain personnel and equipment, to the U.S. Military and Military Aeronautic Mission to Brazil, was approved and became a directive.

2. During the processing, a cable was received from the Military Attache at Rio de Janeiro (copy of pertinent extract as Sub A) requesting that the airplanes be delivered at Fortaleza, Brazil, instead of Recife, as originally requested. This cable was today brought to the attention of the Assistant Chief of Staff, G-4, General Headquarters, with the Adjutant General's letter of instructions to the Commanding General, Field Forces prepared pursuant to the directive. He advised that the airplanes would be ordered delivered at Fortaleza, pending approval of the directive, and of the Adjutant General's letter to the Commanding General, Field Forces, dated January 22, 1942, subject: "U.S. Military Mission to Brazil" (AG AAF 320 (1-24-42)(M)), pursuant to the directive; request for such correction to be initiated by this office.

II. Action Recommended.

1. That the memorandum above referred to, (see paragraph 1, above), which became a directive, be amended to direct that the two P-40E and two P-36C airplanes and certain personnel and equipment therein, to be transported by the Commanding General, Panama Canal Department delivered to the U.S. Military Mission in Brazil at Fortaleza, Brazil, material transported by water to be delivered at Recife, Brazil.

ACTION TAKEN: By ltr 2-7-42 to CG,FF, w/cys to G/Ord;TCHD;G/AC; C/AAF;ACofS,G-1, 2, 3, 4, WPD; C/Mil & Mil Avn Mis to Brazil; SalDiv.
MME/vcd-1782 2 JAN 42

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XXX.

Concur, with Changes
Add. of Sug. WPD
Add. of Sug. G-4

MEMO.....
for the Chief of the Air Staff.
Office Chief of the Air Staff

Encl.
Memorandum
of 1/24/42
No. 344

H. L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

82 A G O
FEB 5 1942
Received

FEB - 5 1942

APPROVED
By order of the Secretary of War
H. H. ARNOLD
Deputy Chief of Staff

D. TAYLOR
Lt. Col., A.G.D.

NOTED-OFFICE CHIEF OF STAFF

FEB 5 42 PM

RECEIVED MISC. DIV., AGO.
S. & C. Section

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IN MD OUT

WAR DEPARTMENT
OFFICE OF CHIEF OF STAFF

FEB - 5 1942

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OFFICE OF CHIEF OF STAFF

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8 Jan. & 20 June 1974
By [illegible] Date 6-7-76

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JAN 26 1942

AAF /A-WPD/30-9

U.S. Military Mission to Brazil.

X 2-AGS

X3 AGS

X1- OS,WF

4. Return to AWPD

X ~~XXXXXXXXXX~~ concurrence

452.1 Brazil (Sec)

AAF/A-WPD
AN/nl

For the Chief of the Air Staff.

Incls.
Memo to CS fm AWPD
Cy Para. d. 1/29/42
No 164

H. L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A...ap.	Judge	Statistics	
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JAN 26 1942

AAF/A-WPD
EH
Wtn 1/23/42

AAF/AWPD/30-9
MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: United States Military Mission to Brazil.

I. Discussion:

1. A memorandum from this office to the Chief of Staff, on the above subject, dated January 16, 1942, relative to the transfer of ten B-18 and ten P-36 airplanes, and certain personnel and equipment, to the U.S. Military and Military Aviation Mission in Brazil, was approved and became a directive.

2. During the processing, a cable was received from the Military Attache at Rio de Janeiro (copy of paraphrase attached as Tab A) requesting that the airplanes be delivered at Fortaleza, Brazil, instead of Recife, as originally requested. This cable was today brought to the attention of the Assistant Chief of Staff, G-2, General Headquarters, with the Adjutant General's letter of instructions to the Commanding General, Field Forces prepared pursuant to the directive. He advised that the airplanes would be ordered delivered at Fortaleza, pending correction of the directive, and of the Adjutant General's letter to the Commanding General, Field Forces, dated January 21, 1942, subject: "U.S. Military Mission to Brazil" (AG 400.3295 (1-16-42)MO-A); prepared pursuant to the directive; request for such correction to be initiated by this office.

II. Action Recommended.

1. That the memorandum above referred to, (see paragraph 1. above), which became a directive, be amended to direct that the ten B-18 and ten P-36 airplanes and certain personnel and equipment ferried therein, be by the Commanding General, Caribbean Defense Command delivered to the U.S. Military Mission in Brazil at Fortaleza, Brazil; material transported by water to be delivered at Recife, Brazil.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	Ar WPD	A. Sup. Budget	Statistics	
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AAF/AWPD

III. [redacted]

[redacted] Memo [redacted] 1/23/42

[redacted]

[redacted]

[redacted]

For the Chief of the Air Staff.

NOTED EPC 3/3/42
Chief of the Air Staff

[redacted]
[redacted]
[redacted] 1/26/42
[redacted]

H. L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

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HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A. Asp.	Budget	Statistics	
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8 Jan. & 30 June 1974
By [illegible] OCD Dec. 10-3-74

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PARAPHRASE OF A
RADIOGRAM

Received at the War Department January 19, 1942

FROM: Militache Rio de Janeiro

NO 144

Please advise this office of departure date of following planes. It is requested by the Brazilian Air Minister that 2 B-18 and 10 P-36 airplanes instead of being based temporarily at Recife be bases temporarily at Fortaleza. Equipment shipped by water should go to Recife and the planes flown to Fortaleza.

MILLER

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DOD Dirs.
6 Jan. & 20 June 1974
By [illegible], JC, Date 10-7-76

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

Date JAN 26 1942

AG

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AAF/A-WPD/50-9

SUBJECT: U.S. Military Mission to Brazil.

	USW	ASW	ASWA	B-LP	BOWD	BPR
	C/S	G-1	X 2-ACS G-2	G-3	G-4	X 3 ACS WPD
	Sec. G/S	NGB	JAG	IG	QMG	SG
TO:	OCAC	CSO	Fin.	Ord.	Ex.R.A.	ENGR
	AFCC	Inf	FA	Cav	CAC	CWS
	TAG					
	X1- CG, FF					

4. Return to AWPD

FOR:
- SW directs
- Draft of reply attached
- Approved
- Disapproved
- File

JAN 27 '42 PM

- X ~~Concurrence~~ concurrence
- Direct reply made
- Inviting attention to
- See notation of _____
- Information

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

AAF/A-WPD
AW/sl

IN
WPD. WDGS

JAN 30 '42 AM
781

RECEIVED
G.H.Q. U.S. ARMY
AG OFFICE
FEB 2 '42 PM

For the Chief of the Air Staff.

H. L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

Incls.
Memo to CS fm AWPD
Cy Para. d. 1/19/42
No 164

WPD Executive Office 8-2, W.D.G.S. JAN 27 1942

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AIR WAR PLANS ~~SECRET~~ DECLASSIFIED AAG 1154

W-4689, A.C. (25)

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6 Jan. & 20 June 1974
By [illegible] LC; Date 10-7-76

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Directive No. ~~[illegible]~~ 2-10

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

January 28, 1942

DIRECTIVE MEMO FOR: A-Y ~~AWPD~~

Subject: Plans for Replacing Marines In and Around Natal by AC Personnel.

1. With reference to copy of R&R from General Arnold to General Spaatz, dated January 24, 1942, a copy which was also furnished Major Cooper, A-2, subject: "Plans for Replacing Marines in and Around Natal by Air Corps Personnel," you will take the necessary steps to replace the Marines with Air Corps personnel as outlined in subject R&R. A-2 is charged with this action as a project and will obtain the personnel and make the necessary arrangements with the Navy and State Departments.

By direction of the Chief of the Air Staff.

John Y. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
A-1
A-3
~~AWPD~~
A-4

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	AI G. [illegible]	A-1	A-2	A-3	A-4	A- WPD	A.M.p.	Admin	Stat. Statist.	
		Col. York File copy									

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8 Jan. & 30 June 1976
By OSD/ASD, SC; Date 10-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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

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Copy sent to Ft. Worth

File No. .....

Tally No. AAF .....

SUBJECT: Plans for Replacing Marines in and around Natal by Air Corps Personnel.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Spaatz	1942 1/24	Have someone start plans at once for replacing the Marines in and around Natal by Air Corps personnel. As I understand it, occupation by the Marines of the Natal area did not set so well with the Brazilians. In some cases, they threw the Marines out and put them back on our ships. I understand, on the other hand, that if we open this question up through diplomatic channels, the Brazilians are ready to accept Air Corps personnel. Naturally they will be mechanics and guards with very few officers (no pilots need be sent). They will take over the arms and ammunition of the Marines and do the guarding of the fields that the Marines were supposed to do, while a certain portion of them will act as mechanics for our planes which pass through. Have your people who work on this take it up with General Miles personally, so as to be sure that we tie it in with the proper diplomatic channels and get off on the right foot this time instead of the wrong foot. H.H.A.

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AG 452.1 Brazil

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By dl Date 10-1-76 AG Memo 10-1-76

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AAF/AHPD
AW
wtn 1/22/42
JAN 22 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-2:

Subject: Military and Military Aviation Mission to Brazil.

I. Discussion.

1. Replies to cablegrams Nos. 199 and 344 from United States Military Attache at Rio de Janeiro, memoranda attached as tabs "A and B", have been delayed pending the processing of the memorandum for Chief of Staff from the Chief of the Air Staff, subject: "United States Military Mission to Brazil", relative to sending two B-18 and two P-40 airplanes from the Philippine Defense Command to the Military and Military Aviation Mission in Brazil and pending action of the State Department securing approval of the Brazilian Government.

2. The entire matter has now been cleared and directive issued by the Adjutant General to the Commanding General, Field Forces.

II. Action Recommended.

1. It is recommended that a cablegram be dispatched to the United States Military Attache at Rio de Janeiro, substantially as follows:

"Orders being issued today by WDC to General Andrews directing prompt transfer to U.S. Military Mission in Brazil of two B-18 and two P-40 airplanes, with personnel and equipment requested by you. Andrews to advise you flight leader, probable date of arrival at Portalegre, and number of personnel".

H. L. GEORGE
Col., Air Corps

sl

Dispatched
JAN 22 1942
AAG

Gen Spaatz
Maj Williams, AWD

HEADQUARTERS ARMY												
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A.A.G.	Secret	Statistics		

Enclo.
1st [illegible] cable filed d.1/16/42
2nd [illegible] cable filed d.1/16/42

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DOD dirs.
6 Jan. & 30 June 1954
By [illegible] IC; Date 8-1-74

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PARAPHRASE OF A SECRET
CRYPTOGRAM MESSAGE
RECEIVED AT WAR DEPT.

at 6:39 P.M. January 15, 1942 From M/A Rio de Janeior, Brazil Filed 6:13 P.M. January 16, 1942
Received in I. B. 3:37 P.M. January 19, 1942, No. 159

Regarding the two B-18 and ten P-36 planes, we request early report on the following: probable dates of arrival Recife, number officers and men, number planes, the flight leader.

MILLER

(G-2 comment: The planes are for the use of the American Military Mission in the Natal Region.)

Paraphrased by Lt. R. B. Simpson (L.A. Section)
Action copy to A-2; other copies informational
MM

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DOD ltrs.
8 Jan. & 20 June 1974
By [illegible] NA, NC, Date 10-2-75

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PARAPHRASE OF A
RADIOGRAM

Received at the War Department January 19, 1942

FROM: Milattache Rio De Janeior

NO. 164

Please advise this office of departure date of following planes. It is requested by the Brasilian Air Minister that 2 B-18 and 10 P-36 airplanes instead of being based temporarily at Recife be bases temporarily at Fortalesa. Equipment shipped by water should go to Recife and the planes flown to Fortalesa.

MILLER

Distribution:
Chief, Army Air Forces - Action
Intelligence Branch (2) - Inf.
War Plans Division - Inf.
Military Attache Section - Inf.
Record Section.

Paraphrased MTA section WMA/pmh

DISTRIBUTION

ACTION COPY TO: AWPD

Air Forces
General Arnold A-3
General Spaatz
A-2

(CORRECTED DISTRIBUTION)

Received in Cable Section
12:05 PM January 20, 1942
Distribution by: Slikker:bbt

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DOD dirs.
Jan. & 20 June 1974
By [illegible] Date 10-7-76

DECLASSIFIED

JAN 16 1942

AAF/AWPD
MAG

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: United States Military Mission to Brazil.

I. Discussion.

1. On December 19, 1941, the American Ambassador to Brazil recommended that the United States Military Aviation Mission to Brazil be furnished with additional aircraft - 2 B-18 and 10 P-36 airplanes. Mr. Welles, Under Secretary of State, has indicated his approval of this request.

2. The Commanding General, Caribbean Defense Command, has advised that the above aircraft are available in his command and will be ready for delivery about January 20. The Head of the military mission to Brazil has indicated that the mission will be ready to receive the aircraft at Recife on January 20. The Chief of the mission has suggested that additional personnel, supplies, equipment, ammunition and bombs be made available in the amounts shown in Tab A.

452.1 Brazil (27)

II. Action Recommended.

Dispatched
JAN 16 1942
AAG

The Secretary of War directs:

1. That the Commanding General, Field Forces, issue the necessary instructions to the Commanding General, Caribbean Defense Command, to accomplish the following:

a. The transfer of 2 B-18 and 10 P-36 airplanes from the Caribbean Defense Command on or about January 20 to the Chief of the Military Aviation Mission to Brazil. The aircraft thus transferred are to be assigned to the Military Aviation Mission to Brazil at Recife and to be controlled and operated by the Chief of that Mission.

b. Attach 7 non-commissioned officers in the first 3 grades to the Military Aviation Mission in Brazil, provided with suitable accumulation of rations and quarters while at [illegible] MISSION.

by Maj. Williamson to Sec'y's by hand 5:00 pm

AIR FORCES - COORDINATION

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

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a. Furnish the ammunition, equipment, and supplies indicated in Tab A to the Chief of the Military Aviation Mission; such ammunition, equipment, and supplies to be resupplied to the Caribbean Defense Command from stocks in the United States.

2. That The Adjutant General direct the Chief of the Army Air Forces to -

a. Release to the custody of the Chief of the Military Aviation Mission to Brazil two Sperry bombsights for installation in the B-18 airplanes.

b. Initiate action for the replacement in the Caribbean Defense Command of ammunition, supplies, and equipment transferred to Brazil.

3. That The Adjutant General furnish copies of instructions directed in Section II above to each Division of the War Department General Staff, appropriate Chiefs of Arms and Services, and the Chief, Military and Military Aviation Mission to Brazil.

III. Concurrences.

G.G., Field Forces ( )
A.C.of S., WPD ( )
" " , G-2 ( )

For the Chief of the Air Staff:

A. W. VANAMAN
Lt. Col., Air Corps,
Secretary of the Air Staff

Incl.
Tab A - Pers., Supplies, etc. for Mission.

MEMORANDUM FOR RECORD: The above action was decided upon at a conference between Brig. Gen. Carl Spaatz and Mr. Sumner Welles, Under Secretary of State, at the State Department on Jan. 8, 1942, and was based on a dispatch from the American Ambassador to Brazil dated Dec. 19, 1941. This project is part of a larger plan looking toward the eventual establishment of Air [illegible] in Brazil. [illegible] RECORD [illegible] established, the action proposed above has been coordinated with both the Chief of the Military Mission to Brazil and the Commanding General, Caribbean Defense Command, who has furnished the Commanding General, Field Forces, with a detailed plan of the movement of the aircraft to Brazil.

Chief of Staff

AAF-39

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DECLASSIFIED
DOD Rts
6 Jan. & 30 June 1978
By [illegible] NC LC; Date 10-2-74

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1. **Personnel:**

   2 - Armament Specialists (one qualified in bombsight maintenance)
   2 - Airplane and engine mechanics
   2 - radio operator and mechanic
   1 - Technical clerk

   Note: All of the above personnel to be of the first three grades.

2. **Equipment:**

   Spare parts for planes and engines
   2 - Bombsights (Sperry) with repair kit
   1 - Station wagon or equivalent
   1 - Cartridge belt loading machine
   1 - Target towing assembly complete with two lengths of towing cable and equipment
   12 - A-8 sleeve targets
   2 - Armorer kits
   20 - Mechanics' kits
   2 - Crew chiefs' kits
   40 - forms 41 B - Air Corps
   100 - Forms No. 1- " "
   10 - Parachutes with jungle kits
   Life rafts adequate for each plane

3. **Ammunition:**

   100,000 rounds of cal. .30 (aircraft machine gun)
   15,000 " " " .50 (" " ")
   200 Practice bombs (smoke bottle or black powder)
   20 - 500 lb. bombs
   100 - 100 lb. bombs

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	
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DOD Dir. 5 Jan. & 30 June 1954
By [illegible] Auth: AG Date 10-7-76

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RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT: United States Military Mission to Brazil.

Receipt is acknowledged of Memorandum for the Chief of Staff, subject as above

dated _____.

1 Incl.

Tab A - Lists Personnel, equipment and Ammunition for Mission.

_____
Officer Rank

_____
Office

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

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AAF-3
W-4759, A. C.

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DOD Dir. 5200.9 of Jan. & 30 June 1974
By [illegible] NLC, Date 8-1-07

HEADQUARTERS ARMY AIR FORCES

~~SECRET~~

ROUTING AND RECORD SHEET

DECLASSIFIED

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

File No. _____

Tally No. AAF/ _____

Subject: **Amphibians for service on upper Amazon River in Brazil.**

NO.	FROM	TO	DATE	COMMENTS
1	AAF C/AS	A-3	1941 12-23	AAF/AS EPC/lmm 1. It is desired that two OA9 or similar type amphibians be made available for service on the upper Amazon River in Brazil. These ships will be based on the Manaos and will be used in connection with a project being undertaken by A-2 Division of the Air Staff and G-2 of the War Department. The project has been directed by General Marshall. 2. If impractical to divert these two airplanes from those already on hand, it is desired that they be procured on the open market, or, if possible, to divert them from those which we have just turned over to the Navy. 3. It is requested that Major Richmond of A-2 be kept in touch with the situation covering the procurement of these planes. T.C. C.S. C/A.S.
2	AAF A-3	AAF A-2 Attn: Major Richmond	1942 1/7	AAF/A-3 TAL-ds 1. Request to the Chief of the Air Corps that two OA-9 amphibians be transferred to Amazon Valley Reconnaissance Project, Brazil, has been initiated this date. 2. The Chief of the Air Corps has also been requested to deliver same to Patterson Field for necessary changes in radio equipment and other work for which requests will follow. 3. The following information concerning these amphibians has been furnished by the Air Service Command: Serial / Present Assignment / Present Location / Engine Time / Total Time 38-566 / 10th AB Sq / Moffett / 52 hrs / 1024 hrs 38-562 / 54th Bomb Sq (PG Det) / Eglin / 79 hrs / 578 hrs A-2 File - Gen. Marshall for ELN C/A-3

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W-4071, AC. Rev. 8/1/41

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452.1 Brazil (21)
A-1-8

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DOD ltr
4 Jan & 30 June 1976
by [illegible]

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Subject: Transfer of PB-1W Airplanes to Brazil.

1st Ind. (Air AG)

HQ AC ARMY AIR FORCES, Washington, D.C. January 17, 1942
To : The Chief of the Air Corps

1. It is directed that necessary action be taken to transfer the 2 PB-1Ws airplanes to Brazil at a purchase price of $7500 each and include a proportional part of the PB-1B spare parts on hand with the airplane.

2. It is desired that paragraph 4 of basic letter be complied with.

By command of Lieutenant General ARNOLD:

JOHN E. CROSLEY
Lt. Col., A.G.D.
Assistant Air Adjutant General.

Dispatched
JAN 17 1942
AAG

452.1 Brazil (1)

Copy also To WPD G-5

HEADQUARTERS ARMY AIR FORCES							COORDINATION				
Chief of Staff	Sec. A. Staff	AAG	A-1	A-2	A-3	A-4	A-WD	A-Insp	Budget	Sta Pl Sec	
			CONFIDENTIAL								

DECLASSIFIED AAF 39

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Subject: Transfer of PT-19A Airplanes to Brazil.

1st Ind. (Air AG)

WD HQ ARMY AIR FORCES, Washington, D.C. January 17, 1942
TO : The Chief of the Air Corps.

It is directed that necessary action be taken to transfer the 2 PT-19A airplanes to Brazil at a purchase price of $7500 each and include a proportional part of the PT-19 spare parts on hand with the mission.

By command of Lieutenant General ARNOLD:

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

BASIC FS WD GS WAR PLANS DIV. 1-13-42
TO Chief of AAF

On 12-9-41 C of S approved transfer of 2 PT-19A airplanes to Military Mission to Brazil to Brazil. Govt. (WPD 4406-18, 11-27-41.) Approval given with recommendations of Gen. L.W.Miller who considers Brazil would be glad to have aircraft and transfer would tend to ameliorate US Brazil relations. Price $7500 approved. Request 2 airplanes be offered brazil Aero. Co m. Request War Plans Division and Joint Aircraft be infqrmed of result.

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

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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File No. . . . . .

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

Tally No. AAF . . . . .

SUBJECT: Transfer of PT-19A Airplanes to Brazil.

NO.	FROM	TO	DATE	COMMENTS AAF/A-3 OSP-ds
1	AAF A-3	AAF AAG	1942 1/16	1. Request the following instructions be forwarded to the Chief of the Air Corps: a. Take necessary action to transfer the 2 PT-19A airplanes to Brazil at a purchase price of $7500 each and include a proportional part of the PT-19 spare parts on hand with the mission. 1 Incl. Memo frm WPD to CAAF 1/13/42 subj as aby ELN by order C/A-3

(Do not use) DECLASSIFIED W-4071, AC. Rev. 8/14/43

Page No. -1-

Air AY452.1 Brazil

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DOD dir. 5 par. 4 & 30 June 1989
By [illegible] E.O. Date 10-1-96

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Transfer of PT-19A Airplanes to Brazil.

AAF/A-3
CSF-4a

1 AAF A-3 AAG 1942 1/16

1. Request the following instructions be forwarded to the Chief of the Air Corps:

a. Take necessary action to transfer the 2 PT-19A airplanes to Brazil at a purchase price of $7500 cash and include a proportional part of the PT-19 spare parts on hand with the mission.

1 Incl.
Memo frm WPD to CAAF
1/13/42 subj as abv

RLN
C/A-3

No copy made of incl

HEADQUARTERS ARMY AIR FORCES — COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Sta-tistics	
					6-22 by						

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DOD Dirs. 5 Jan. & 30 June 1974
By: Clerk, HC, Date: 10-7-76

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(Air AG)

A C 95

January 13, 1942

SUBJECT: Amphibians for Amazon Valley Reconnaissance Project.

TO : The Chief of the Air Corps

1. It is directed that the necessary action be initiated to effect the following transfers of airplanes to the Amazon Valley Reconnaissance Project, Brazil:

Type	Serial No.	Present Assignment	Present Location
OA-9	38-566	10th AB Sq	Moffett
OA-9	38-562	54th Bomb Sq (PG Det)	Eglin

2. It is further directed that these airplanes be delivered to Patterson Field by personnel under your control and that the following radio changes be made at that depot:

a. In addition to the present SCR-183 Command Set with which each airplane is equipped, add one SCR-187A Radio Set plus a TU-22 Tuning Unit to each airplane.

b. Remove the present SCR-242B Radio Compass from each airplane. Replace by one SCR 269 Radio Compass in each airplane, provided it is possible to operate the latter on 12 volts; if not possible, replace by one SCR-280 Radio Compass in each airplane.

Dispatched
JAN 13 1942
AAG

3. Additional directive for any necessary engine work or further ferrying will follow, if required.

By Command of Lieutenant General ARNOLD:

HEADQUARTERS ARMY AIR FORCES						COORDINATION					
Chief of Staff	Sec'y A. Staff	AAG	A 1	A 2	A 3	A 4	ACMD	G-4	COOLEdger	Sta t. stics	
	✓	BC			✓		Lt. Col., A.G.D. Assistant Air Adjutant General.				

JAN 14 1942
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DOD Dirs. 5 Jan. & 30 June 1974
By: OSD/WHS/IC, Date 10-7-76

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WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES

WASHINGTON

January 9, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Amphibians for Amazon Valley Reconnaissance Project.

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

1. It is ~~desired~~ directed that the necessary action be initiated to effect the following transfers of airplanes to the Amazon Valley Reconnaissance Project, Brazil:

Type	Serial No.	Present Assignment	Present Location
OA-9	38-566	10th AB Sq	Moffett
OA-9	38-562	54th Bomb Sq (PG Det)	Eglin

2. ~~It~~ It is further directed that these airplanes be delivered to Patterson Field by personnel under your control and that the following radio changes be made at that depot:

a. (1) In addition to the present SCR-183 Command Set with which each airplane is equipped, the SCR-187A Radio Set plus a TU-22 Tuning Unit ~~is to be added~~ to each airplane.

b. (2) The present SCR-242B Radio Compass ~~is to be removed~~ from each airplane. ~~Replacement is to be made~~ by one SCR-269 Radio Compass in each airplane, provided ~~that~~ it is possible to operate the latter on 12 volts; if not possible, ~~replacement is to be made~~ by one SCR-280 Radio Compass in each airplane.

3. ~~2.~~ Additional directions for any necessary engine work or further ferrying will follow, if ~~either is~~ required.

For the Chief of the Air Staff

10 1942

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

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AG 452.1 Brazil (15)

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DOD Dir. 5 par. & 30 June 1974
By [illegible] NARA, Date 10-7-96

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AAF/A-3
TAL-ds

January 9, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Amphibians for Amazon Valley Reconnaissance Project.

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

a. It is desired that the necessary action be initiated to effect the following transfers of airplanes to the Amazon Valley Reconnaissance Project, Brazil:

Type	Serial No.	Present Assignment	Present Location
OA-9	38-566	13Th AB Sq	Moffett
OA-9	38-562	54th Bomb Sq (PG Det)	Eglin

b. Request is made that these airplanes be delivered to Patterson Field by personnel under your control and that the following radio changes be made at that depot:

(1) In addition to the present SCR-183 Command Set with which each airplane is equipped, one SCR-187A Radio Set plus a TU-22 Tuning Unit is to be added to each airplane.

(2) The present SCR-242B Radio Compass is to be removed from each airplane. Replacement is to be made by one SCR-269 Radio Compass in each airplane, provided that it is possible to operate the latter on 12 volts; if not possible, replacement is to be made by one SCR-280 Radio Compass in each airplane.

JAN 13 1942
AAG

c. Additional requests for any necessary engine work or further ferrying will follow if either is required.

For the Chief of the Air Staff

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-MPD	A-Insp.	Budget	Sta-tistics	
							EARL L. NAIDEN Colonel, Air Corps				
							Assistant Chief of the Air Staff, A-3				

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DOD Dir.
By Col. Adams, OCS, Date 10-7-76

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U.P.D., S.S.

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WD 4406-18

November 21, 1941.

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Primary Trainers for Brazil.

I. Discussion.

1. a. The Brazilian Aeronautical Purchasing Commission in Washington insists that Brazil must have a total of sixty Fairchild PT-19A primary training airplanes by March 1, 1942, to meet requirements of the Brazilian Air Force pilot training program.

b. Fifteen trainers of this type have already been released for delivery during November, 1941.

c. Brigadier General L. W. Miller, Chief of U. S. Military Mission to Brazil, was requested, on November 18, 1941, to report by cable:

(1) Recommended delivery schedules to meet actual Brazilian need for primary trainers.

(2) Recommendation re substitution of Stearman or Spartan primary trainers (as recommended by Joint Aircraft Committee for the Latin American aircraft program) for the Fairchild PT-19A's requested.

2. On November 20, 1941, Brigadier General Miller replied as follows (Tab A):

a. Large scale pilot training program begins March 16, 1942. Equipment now on hand worn out.

b. To meet requirements, delivery of PT-19A's as follows is urgently recommended:

November 1941 - 15 (These are now being furnished by diversion.)
December 1941 - 10 - 2 to be transferred from our Mission; 8 to be shipped from U. S.
January to July 1942, both incl. - 35 - At rate of 5 per month.

452.1 Brazil (18)

Original Given to Col. Adams by Col. Yarnell 12/6/41

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c. Substitution of Steaman or Spartan airplanes is not considered feasible for the following reasons:

(1) The three Fairchild PT-19A's currently in use by our Mission have stimulated Brazilian interest in this particular type of trainer.

(2) This has resulted in Brazilian negotiations for and our release to Brazil of manufacturing rights on this type plane, and further resulted in Lend-Lease requisitions by Brazil for sixty PT-19A's.

(3) Substitution of another type would result in serious complications in the matter of spare parts, supplies, and motor maintenance in a country where supply and maintenance, at best, is difficult.

3. Conclusions.

a. The actual requirements of Brazil for primary trainers, by number and on the basis of time required, as stated by General Miller, appear reasonable.

b. The reasons presented for furnishing Fairchild PT-19A primary trainers to fill the remaining requisition now pending for forty-five primary trainers are sound.

c. From October production of the PT-19A, the Air Corps took delivery on 111 of 118 airplanes produced. Future estimated maximum production of 135 per month (to be reached in March, 1942) is tentatively allocated as follows: Army - 100, British - 30, Commercial sales - 5. Therefore, the delivery schedule on PT-19A's recommended by Brigadier General Miller can be met only by diversion from the tentative allocations indicated just above.

d. In view of our release of fifteen Fairchild PT-19A's to Brazil, and of manufacturing rights for this type plane, and in consideration of the spare parts supply and maintenance difficulties which would become more complicated if aircraft of another type were furnished to Brazil, it is believed that the recommended schedule of deliveries of the PT-19A's should be met by diversion from Air Corps procurement, notwithstanding our existing and anticipated shortages to meet the requirements of our 30,000 Pilot Training Program. The Air Staff reports the shortage of primary trainers, of all types, will be approximately 700 as of November 30, 1941.

II. Action recommended.

The Secretary of War directs that scheduled deliveries on Brazilian Lend-Lease Requisition No. B-102, as amended, for forty-five PT-19A airplanes be made by diversion from Army Air Corps procurement and stocks as follows:

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December, 1941 - 10 (8 from Air Corps procurement; 2 to be released by our Mission which now has three.)

Jan. 1942 to July 1942, both incl. - 35 (5 per month from Air Corps procurement.)

III. ~~Summary.~~
C.A.A.F. (AWV) 12/6/41

L. T. GEROW,
Brigadier General,
Acting Assistant Chief of Staff.

1 Incl.
Tab A - Para. of cable fr. Gen. Miller [11-20-41].

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DOD Dir.
By [illegible] NLC Date 10-7-74

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PARAPHRASE
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CONFIDENTIAL CABLEGRAM

Received at the War Department 6:49 PM November 20, 1941.

From: M/A RIO DE JANEIRO BRAZIL , 1941 No: 66

The information contained in your 64 is contrary to the estimates shown at conference office defense aid report to me and Brazilian representatives. Our position is rendered untenable here merely by failure to furnish even primary training planes on desired date and in desired quantities. The delivery in the near future of reasonable quantities of transports basic and primary trainers to the Air Ministry is vital in order to maintain desired friendship and cooperation with the Brazilian Air Ministry. The early Brazilian request for combat types was discouraged consistently by this Mission but it is believed that even at a temporary sacrifice in our own program of training, needs of other types must be met by the United States. It is contemplated by the Brazilian Air Force Expansion that the school year will open March 16th with a large class. The training equipment now at hand is worn out. In order to influence Brazil to replace primary planes of German manufacture, three PT 19' A's were sent to this mission by the War Department. We are now unable to furnish Brazil the goods advertised as the sending of three PT 19 A's resulted in a Brazilian order for manufacturing rights and for 69 of these planes.

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Because Brazil intends to manufacture PT 19 A's and due to complications of spare parts supplies and injection of motors of new type in a country where the supply is difficult it is believed that no substitute airplanes should be recommended. It is suggested that Stearmans and Spartans be absorbed by our own training program. Until total of 60 planes is delivered a schedule for delivery of PT-19-A's as follows is urgently recommended: 15 for November 1941, 10 for December 1941, and 5 for January and 5 monthly thereafter. Even if in small quantities there should be scheduled a continuous supply of aircraft. As recommended in my letter of November 14th, 2 of the 10 planes scheduled for December should be turned over from this mission. The Brazilian needs for transports and basic trainers is not included in these recommendations.

MILLER

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DOD Dir. 5200.9 June 1974
By OCR Date 10-7-76

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

December 3, 1941.

8:30 PM

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, WPD:

Subject: Primary Trainers for Brazil

The attached memorandum subject as above, November 27, 1941 (WPD 4406-18), is not concurred in by this office for the reasons presented below:

I. Discussion

1. a. The conclusion drawn [illegible] basic memorandum under paragraph 3 g is correct - Therefore, the delivery schedule on PT-19As recommended by Brigadier General Miller [illegible] be met only by diversion from the tentative allocations indicated just above, (to Army 100 per month, to British 30 per month, to U. S. CPT Commercial 5 per month).

b. The requirement for Brazil for primary trainers cannot be treated as an isolated case but must be considered in conjunction with the requirements of the other South American Republics and also in conjunction with the requirements of the U. S. Army, the British, and other anti-axis powers. A broad study of the whole primary trainer airplane problem was made by the Joint Aircraft Committee in connection with its case No. 419 (copy attached). This case as approved by the Joint Aircraft Committee on November 19, 1941 does not provide for the assignment of Fairchild PT-19 airplanes to the South American Republics except those previously approved for diversion from U. S. Army account.

c. The PT-19A (Fairchild) primary trainer airplane is the type preferred by both the U. S. Army and by the British.

The delivery rate of about 135 PT-19As per month by Fairchild-Hagerstown is limited by the availability of L-440 engines which are produced by Ranger-Farmingdale. If additional Ranger engines can be produced it is intended to accelerate the deliveries to U. S. Army account.

d. The Stearman PT-17 and Spartan NP-2 are standard Army and Navy types which are currently being accepted by the U. S. Army and Navy as reasonable substitutes for the preferred PT-19A.

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AAG 452.1 Brazil

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f. The South American Republics have always in the past, operated a wide range of types. It would be desirable for Brazil to have one type of primary trainer but it is not necessary to successful training operations.

2. Conclusions.

a. The Stearman PT-17 and Spartan NP-2 are satisfactory primary trainers.

b. There is no special need in Brazil which warrants giving Brazil the preferred type at the expense of the U. S. Army training program.

c. If special consideration be given Brazil in this matter the other South American Republics will have cause for asking for a reconsideration of the treatment accorded to them in the primary trainer allocation.

II. Recommendations.

a. That the request of General Miller for special consideration for Brazil, in the matter of allotment of primary trainers, be not favorably considered.

b. That the allocations to the South American Republics program as approved by the Joint Aircraft Committee November 10, 1941 be permitted to stand without change.

III. Concurrence.

Joint Aircraft Committee (RWO)

2 Incls:
1 DF-WPD 4406-18, 11-27-41
w/Memo for C/S abv subj
11-27-41 w/1 Incl: Tab A
Para of cable fr Gen Miller
11-20-41
2 Memo fr JAC 11-7-41.
Case No. 1419

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DOD Dir.
5 Jan. & 20 June 2024

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January 7, 1942

MEMORANDUM FOR THE AIR ASSISTANT CHIEFS:

Subject: Amphibious Air Reserve Valley Reconnaissance Project.

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

2. It is desired that the necessary action be initiated to effect the following transfer of airplanes to the Amazon Valley Reconnaissance Project, Brazil:

Type	Serial No.	Present Assignment	Present Location
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

3. Request is made that these airplanes be delivered to Patterson Field by personnel under your control. Necessary instructions for changes in radio equipment to be made at Patterson Field, and for further ferrying, if required, will follow.

For the Chief of the Air Staff

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

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OCD ltrs.
6 Jan. & 30 June 1974
By [illegible] NC, Date 10-7-76

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DECLASSIFIED

January 6, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: P-40's for N.I.

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

1. 80 P-40 airplanes, which were originally allocated to the 49th Pursuit Group, have been reallocated to the 51th Pursuit Group and are to be prepared for overseas shipment with Task Force 1 (N.I.). It is understood that these airplanes at present are not complete with regard to propellers, radio and armament. It is desired that these airplanes be put in commission at the earliest possible date.

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JOHN F. YORK, Jr.
Lt. Col., Air Corps

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NSC Date 6-7-76

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AAF/AMPD
HAC-aca

AAF/AMPD/30-S

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-2:

Subject: U. S. Military Mission, Brazil.

1. At a conference in the State Department today, Mr. Welles expressed to General Spaatz, Chief of the Air Staff, his approval of a request by the American Ambassador to Brazil, December 19, 1941, to make available to the United States Military Mission at Rio de Janeiro a number of Army aircraft (2 B-18 and 10 P-36 airplanes). At the time the request was made, an inquiry was dispatched to the Commanding General, Caribbean Defense Command, who replied that such aircraft were available in that command.

2. It is now recommended that a secret dispatch substantially as follows be transmitted to the Chief, United States Military Mission in Brazil:

"Plans are being considered to make available to United States Air Mission, Rio de Janeiro, Brazil, two B dash eighteen and ten P dash thirty-six airplanes from Caribbean Defense Command period Advise if personnel now with mission is adequate for proper maintenance of aircraft proposed period If not adequate advise number personnel needed indicating trade classifications comma if arrangements for housing, feeding, transportation, etc. can be made locally and date you will be ready to receive complement of both men and aircraft period Report estimated initial stockage of ammunition and bombs required period It is to be understood that aircraft under consideration are a part of the United States Mission, controlled, operated, and maintained under direction of Chief of Mission."

3. G2Q, U. S. Army, has been requested to obtain from the Commanding General, Caribbean Defense Command, information concerning the date the aircraft will become available, the flight plan to be used for the movement to Rio, number of personnel to accompany aircraft [illegible] the temporary

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

AAF-39

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(41) 1454 Brazil

Delivered by Col Craig in person 1/8/42

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loan of maintenance personnel pending the arrival of additional mission personnel, if required.

4. Upon receipt of the above information, War Plans Division, General Staff (Colonel Ridgway) will process the matter through the State Department.

For the Chief of the Air Staff:

H.L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

Concurrence
A.C.of S., WPD ( )

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Deputy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
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Seizure of Primary Training Planes Released to Brazil.

452.1 Brazil (12)

AAF/A-4 JMC/mcl

1 AAF G/AS — CGAC 1941 Air Ser. 12/10 Com. Lia.

1. For information and support of action taken.

Encls:
Ltr AG 452 to G/AAF 12/12/41.

GS G/AS

DEC 1941
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION

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

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January 4, 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, WPD:

Subject: Transfer of PB-19A Airplanes to Brazil.

1. Reference WPD Disposition Form, dated December 11, 1941, subject as above with attached letter same subject, dated November 14, 1941 from Chief of U.S. Military Mission to Brazil.

2. The basic cost to the Army Air Corps of the PB-19A Airplane complete is approximately $10,000.

3. It is recommended that two PB-19A Airplanes, Serial Numbers, 41-14000 and 41-14001 now assigned to the American Military Mission to Brazil be turned over to the Brazilian Government as part of 48 similar airplanes allotted to the Brazilians on Requisition B-102.

4. It is further recommended that a nominal value of $7500 per each used airplane including a proportional part of the PB-19 spare parts on hand with the Mission, be placed on subject planes.

5. In this case, the $15,000 cost charged to Brazil for these two airplanes and parts will be deducted from the Lend-Lease credits set up under the Brazilian Defense Aid Program, of which R.F.D.A. Requisition No. B-102 is a part.

For the Chief of the Air Staff:

Dispatched
JAN 6 1942
AAG

EDGAR P. SORENSEN
Colonel, Air Corps
Assistant Chief Air Staff, A-4

Incls. (2)
D/F, 12/10/41 fr WPD
to OAAF & ltr., 11/14/41
to AS/G/S, G-2 fr. C/US Mil.
Mission to Brazil

HEADQUARTERS ARMY AIR FORCES — COORDINATION

Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Trng	Budget	Stat. & Plans	
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By [illegible] NARS, Date 12-1-94

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DISPOSITION FORM

G-WPD 4406-3 12/10/41

SUBJECT: TRANSFER OF PT-19A airplanes to Brazil

To: C.A.A.F.

For: Remark and recommendation

1. WPD 4406-18, dated 11-27-41, subject "Primary Trainers for Brazil", as approved by C of S on 12-9-41, provides for release to Brazil of 45 PT-19A airplanes on Land-Lease Requisition B-102 by diversion from Army Air Corps stocks and procurement as follows:

December 1941 - 10 (8 from Air Corps procurement; 2 to be released by our Mission which now has three.)

January 1942 to July 1942, both inclusive - 35 (5 per month from Air Corps procurement)

2. Your remarks and recommendations are requested, in view of the suggestion contained in Par. 3 of attached memorandum from Brigadier General Miller, Chief of our Mission in Brazil, as to an appropriate price to be quoted the Brazilian Aeronautical Purchasing Commission on the two (2) PT-19A's which are to be turned over to Brazil by the mission.

For the Assistant Chief of Staff, WPD:

C.K. Gailey, Jr.
Major, G.S.C.,
Executive, WPD

1 Incl:
Memo to AC/S G-2 fr
Mission in Brazil 11/14/41

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By [illegible] NLC Date 10-7-96

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MISSAO MILITAR AMERICANA
NO BRASIL

Chefia
Rio De Janeiro 11/14/41

SUBJECT: Transfer of PT-19A Airplanes to Brazil.

TO: Assistant Chief of Staff, G-2
War Department
Washington, D.C

1. Referring to your cable No.Z 41 dated April 1, 1941 and subsequent receipt at this station of three (3) PT-19A airplanes, it is believed advisable at this tiie to release to Brazil at least two of the airplanes.

2. It is recommended that two PT-19A airplanes be offered to the Brazilian Air Forde and one be retained for service with this Mission for the following reasons:

a.) The airplanes have served their purpose in convincing Brazil that American primary trainers are superior to the German "Stieglitz", heretofore manufactured at the Brazilian Naval Aircraft Factory. Brazil has requested the manufacturing rights for Fairchild PT-19A's and now has on order sixty (60) of these airplanes.

b.) One primary class of Brazilian student pilots was completed on adaptation course on these airplanes and no useful purpose in continuing such instruction under Mission control is seen, particularly in view of the fact that the Mission will shortly be occupied with advanced instruction on P-36's and B-18's.

c.) There are five (5) AirCorps pilots assigned or attached to this Mission for flying(including 1st Lt. H.E. Armstrong Assistant Military Attache for Air) and but two (2) U.S. Army airplanes available for their training. In view of the extensive air travel contemplated by both Mission personnel and the Military Attache, the retention of one PT-19A in the Mission for its own local flying training is advisable. This airplane, incidentally, would permit visits to small fields which cannot be used by the other aircraft.

d.) It is believed that the offer of two(2) of the PT-19A's would be appreciated by the Brazilian Air Minister who feels that the acquisition of aircraft from the United States has been unduly delayed.

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Missao Militar Americana
No. Brasil

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Chefia
Rio De Janeiro

3. The Brazilian Air Minister has not been informed of the possible transfer of these airplanes. It is recommended that the two airplanes together with a proportional part of PT-19A spare parts on hand in this Mission be presented as a gift, or that if a gift cannot be made, a nominal price be quoted. The average number of hours flown on these airplanes is 60:00.

4. Early instructions are requested in view of the fact that, if the airplanes are to be released to Brazil, it should be done in advance of regular deliveries of Fairchild airplanes now on order in the United States.

/s/ L.W. Miller
Brig. Gen. U.S. Army
Chief of Mission

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P-36A's for Brazil.

AAF/A-3
GHoD-dm

1 AAF C/AS OCAC 1941 5 P-36A's scheduled to be transferred from Puerto Rico 12/9 to Brazil will not be sent. It is requested that you cancel all orders issued in connection with this transfer.

CS
C/AS

(1) 452.1 Brazil

DOD A.F. 1941
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HEADQUARTERS ARMY AIR FORCES - COORDINATION

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

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(2) In a letter from the Brazilian Military Aeronautical Commission dated December 3, 1941, it is stated that approximately 450 Vultee-built engines are now in service in Brazil.

(3) The Wright Aeronautical Corporation subsequently advised that the number of Vultee-built engines actually in service in Brazil is somewhat less than 150 engines, and further stated that the subject request for an additional amount of spare parts was felt to be in excess of Brazil's actual requirements for immediate delivery.

4. Wright Aeronautical Corporation (Mr. Evans) stated it will require nine months from receipt of order to complete deliveries. Hence compliance with delivery schedules desired by Brazil (par. 3 a above) is physically impossible.

II. Action recommended.

This Division recommends the Assistance of the Brazilian Government, supported by the State Department, no change be made in the delivery schedules on Brazilian requisitions B-350 and B-350A as recommended by the Joint Aircraft Committee.

III. Concurrence:

G.S.A.F. (AWV) 12/6/41

L. P. GROW,
Brigadier General,
Acting Assistant Chief of Staff.

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12/5/74 Date
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WPD 4486-29

December 5, 1941.

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Airplane Spare Parts for Brazil.

1. Discussion.

a. Brazil, supported by the State Department, is insistent in its pressure for early delivery of the spare parts for airplane engines as listed in their requisitions No. B-100 and B-100A. Details follow.

b. On May 6, 1941, the Brazilian Aeronautical Commission submitted Purchase Requisition Report B-100 for spare parts to approximate value of $120,000. Delivery was requested over the period July 1941 - March 1942. The request included one list of tools and test equipment for Wright Whirlwind engines to a value of approximately $2,300 and two other lists of spare parts, total value approximately $115,000 for Wright Whirlwind engines, (R-760-E, R-760-E2, R-975-E, and R-975-E2). This request was approved by the Joint Aircraft Committee on May 20, 1941, for delivery as requested, i.e., July 1941 - March 1942. Approval was submitted through the State Department, office of Mr. Charles P. Curtis, on June 2, 1941.

c. OCE (Mr. Marriot) advises that Wright Aeronautical Corporation has to date shipped more than 50% of this order, and expects to ship remainder by February 15, 1942.

d. On October 4 and 6, 1941, Brazilian Aeronautical Purchasing Commission submitted Lend-Lease Requisitions B-100 and B-100A for additional spare parts to an approximate value of $70,000 for Wright engines (R-975-E, R-760-E, and R-760-E), carburetors, starters, etc. Delivery was requested during the period October 1941 - March 1942.

e. On November 7, 1941, the Joint Aircraft Committee disapproved delivery dates as requested, but approved them for the period of October-November-December, 1942. This action was based upon consideration of the following facts:

(1) $120,000 worth of spare parts for engines of this type were approved last May for delivery during the period July 1941 to March 1942.

Copy for Major Silverthorne

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- 1 -

Original given to Col Rodgerson by Col Yarnell 12/6/41

452.1 Brazil (9)

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By [illegible] LC; Date 10-7-76

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ROUTING AND RECORD SHEET

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

File No. .....

Tally No. AAF .....

SUBJECT: Airplane Spare Parts for Brazil.

WPD - 4406-29

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF C/AS	1941 12/5	AAF/A-4 ECL/mhh 1. Reference the inclosed memorandum to the Chief of Staff, above subject, dated December 5, 1941. 2. Up to a recent date the pressure from high authority has caused all engine and airplane manufacturers to place the utmost emphasis on the delivery of complete airplanes and engines. As a result of observations made on recent trips in the field, General Arnold has been forced to take a very positive stand on the matter of shipment of spare parts for maintenance of airplanes and engines. Steps are now being taken by the Air Corps and the Bureau of Aeronautics to insure that proper emphasis by the engine manufacturer is now placed upon the shipment of spare engine parts concurrently with the shipment of installation and spare engines. Nevertheless, there is now a deficiency of spare parts for maintenance which has accumulated during the months when very few maintenance parts were being shipped. 3. The situation of the United States Army, United States Navy and of the British Air Force is serious in that spare engine parts are not available to keep in operation the airplanes which have been delivered. 4. Col. Schneider of the Air Force Staff (A-4 Section) sat with the sub-committee of the Joint Aircraft Committee at the time when the study was made on the need of the Brazilians for immediate shipment of the total amount of spare parts covered by Brazilian requisitions B-100 and B-100A. The action recommended was primarily influenced by the known deficiency of engine parts in Army, Navy and British stores. 4. It is recommended that Air Staff concurrence be given to the inclosed memorandum. Incls. DF/WPD 4406-29,12/5/41, abv.subj.;memo for C/S WPD, 12/5/41 s/subj. (4406-29)

EPS
C/AS

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

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NRC NC 45-2.1 Brazil

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WPD 4452-8

4452.1 Brazil (8)

Original Given to Col Rudolph by Col Yarnell 12/16/41

December , 1941.

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Basic Training Airplanes for Brazil.

I. Discussion.

a. The Brazilian Aeronautical Purchasing Commission has submitted Lend-Lease Requisition B-309 for 30 Vultee BT-15 basic training airplanes. The requisition requests delivery during first quarter 1942, and the Brazilian Commission has insisted that these airplanes will be required in Brazil by March 1, 1942 to meet requirements of the Brazilian Air Force pilot training program.

b. Tentative delivery schedules on 30 Vultee BT-15 basic trainers for Brazil, as recommended by the Joint Advisory Board on Brazilian Requisitions from block allocations of aircraft going for the Latin American aircraft program by the Joint Aircraft Committee is as follows, during 1942: August - 15, September - 15, October - 15, November - 5.

c. On November 25th, Brigadier General L. W. Miller, Chief of U.S. Military Mission to Brazil, was requested to cable his recommendations as to the minimum actual requirements, by month, of the Brazilian Air Ministry, for BT-15 airplanes, to include August 1942.

d. On November 26, 1941, Brigadier General Miller replied substantially as follows (Ref A): Minimum requirements of Brazilian Air Force for BT-15 airplanes are as follows:

Delivery by March 1, 1942 -	20
Delivery by April 1, 1942 -	10 additional
April - July 1942, both incl. -	20 additional (at rate of 5 per month)
Total -	50

II. Conclusions.

a. The actual requirements of Brazil for basic trainers, by number and on the basis of time required, as stated by Brigadier General Miller, appear reasonable.

b. Provided the Air Corps releases, from Air Corps procurement, 30 BT-15's to meet the delivery schedule recommended by Brigadier General Miller, replacement to the Air Corps can be made from block allocations to the Latin American aircraft program during the period August to November 1942 as indicated in paragraph 1. b. above.

c. In view of the delicate political situation at hand, if the United States can promise delivery of these aircraft on the delivery schedule indicated, in addition to those aircraft previously released or scheduled for delivery, it is believed this fact will prove a strong force in influencing the action of the Brazilian authorities to take positive measures to eliminate Axis influences in

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Brazil and to accede to certain of our requests for greater cooperation in other measures essential to defense of the Western Hemisphere, notably the ferrying of our combat aircraft to Africa via northeast Brazil.

II. Action recommended.

The Secretary of War directs:

a. That scheduled deliveries on Brazilian Lend-Lease Requisition B-108, for 30 Vultee BT-15 basic trainers be made by diversion from Army Air Corps procurement and stocks as follows:

Delivery by March 1, 1942 -	20
Delivery by April 1, 1942 -	10 additional
April - July 1942, both incl. -	20 additional (at rate of 5 per month)
Total -	50

b. That replacement to the Air Corps be made for the 30 Vultee BT-15 basic trainers furnished Brazil at the earliest practicable date from production formerly scheduled for Brazil on the Latin American aircraft program.

c. That this paper be returned to War Plans Division for appropriate administrative action.

III. Concurrence. C.A.A.F. (C.S.) With following minor changes in deliveries: 10 per month in February, April and May, 1942.

L. T. GEROW,
Brigadier General,
Acting Assistant Chief of Staff.

Incl.
Rmb A-Cablegram No. 61,
Chief, M/M to Brazil.

IV. Consideration of non-concurrences.

War Plans Division accepts the minor changes in deliveries recommended above by the C.A.A.F.

L. T. GEROW,
Brigadier General,
Acting Assistant Chief of Staff

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[redacted]

Received at the War Department
1:55 PM
Nov. 28, 1941

From [redacted]
Brazil
Nov. 28, 1941

To: WDAFD

Only by following schedule of deliveries can minimum requirements 20-25 Airplanes for Brazilian Air Force be met. By 1st of March 20, on the 1st of April 10, and thereafter 5 per month. Wish to can invite 60 civilians to the United States for pilot training under Inter American Aviation Training program but are unable to furnish to Brazil necessary airplanes for training of military pilots appears illogical to the air Ministry. This in with regard to your message No. 76.

[redacted]

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

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, WPD:

Subject: Basic Training Airplanes for Brazil.

The attached memorandum subject as above, December 2, 1941 (WPD 4408-26), is not concurred in by this office for the reasons presented below:

I. Discussion.

1. a. Pilot training at a rate calculated to produce 30,000 pilots per annum will be initiated in December 1941. Sufficient primary training airplanes are on hand to begin training of students at the desired rate. By the spring of 1942 there will be an acute shortage of basic training airplanes in the United States Army training Schools. As the year 1942 progresses the basic training airplane production will continue to be out of phase with the production of primary trainers, advanced trainers and tactical types.

b. The situation as outlined above is directly attributable to the shortage of Wright R-975 (400 HP) engines. The acute need for engines of that size for the medium tank program has caused the Air Corps to lose 1500 R-975 engines originally scheduled for delivery to the Air Corps by Continental - Detroit and will deprive the Air Corps of deliveries totaling 1649 engines from Wright-Patterson.

c. Ample airframe productive capacity is available to deliver basic trainer airframes at the rate of 400 airplanes per month but actual airplane deliveries are being held back to the 250 per month level by the shortage of engines.

d. In the case of the BT-15 (13), there is no question of preference as to type. The BT-15 (13) is the only basic trainer currently in production. When equipped with the Wright R-975 engine, it was known as the BT-15. The same airplane equipped with a P&W R-985 engine is known as the BT-13.

e. During the spring of 1942, the only engines available for the Vultee BT series airplanes will be R-985 engines from P&W Hartford. In the fall of 1942, two new facilities will come into production on the 400 HP engine. The Army has authorized a new plant for

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Jacobs - Pottstown in which P&W R-985 engines will be built under license. The Navy has authorized a new plant for Naval Aircraft Factory - Philadelphia, in which Wright R-975 engines will be built under license.

f. The Joint Aircraft Committee schedule of deliveries of BT-15 airplanes for Brazil was based upon the expectancy that R-975 engines would become available from NAF - Phila. in July, permitting shipment of the complete airplane in August.

g. The basic training airplane is peculiar to the Army training system. There are no airplanes of this type due for delivery under British or Defense Aid orders.

2. Conclusions.

a. The question for decision is whether the placating of Brazil is more important as an Anti-Axis measure than the training of pilots in the U. S. Army Program.

b. The U. S. Army Program will be definitely retarded if the requirements of Brazil are given prior consideration over the United States Army requirements.

II. Recommendations.

a. That the request of General Miller for improvement of delivery dates on basic trainer airplanes at the expense of the United States Army deliveries be not favorably considered.

Incls.-
DF/G-WPD 4406-26,12/12/41,
w/incls. memo for C/S 12/2/41,
frm. WPD, w/cable (para.) No.81
Chief, M/M to Brazil.

Worked out by Gen A.
Telephone by Gen L 12/5 8:30 PM

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NOV 1 1941

452.1 August (6)

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, WPD.

Subject: War Department Relations with the American Republics.

Reference: WPD 4115-60, Memorandum dated October 17, 1941.

1. Reference requests information regarding prices quoted by the Office of the Recorder of the Joint Aircraft Committee to the Office of Defense Aid Reports.

2. Prices quoted were based on the last Army contract for this type of plane, which was executed in March, 1939. The Division of Defense Aid Reports was notified that the information disclosed was an approximate price, and was based on a previous contract.

3. In view of the fact that an accommodation performed to save the Division of Defense Aid Reports time and trouble in contacting various people in the Services has caused confusion, the Office of the Recorder will in the future refer all such requests to the Air Corps or the Bureau of Aeronautics.

For the Chief of the Army Air Forces:

EDWARD P. CURTIS,
Major, Air Corps,
Secretary of The Air Staff

Incls.
Memo for Cf/AAF 10/20
fr [illegible] Aurand
D/F WPD 4115-60 to Cf/AAF
10/17 w/cc Memo 10/16
Gen. Miller to AC/S, WPD.

OCT [illegible] 1941

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To Mail & Record Room

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WAR DEPARTMENT
WASHINGTON

October 20, 1941

MEMORANDUM FOR CHIEF OF THE ARMY AIR FORCE:

Subject: War Department Relations with American Republics.

1. The attached memorandum from The Assistant Chief of Staff, WPD is forwarded without comment except that the expressions of opinion by Brigadier General Miller are concurred in.

/s/ H S Aurand
H. S. AURAND,
Colonel, General Staff,
Defense Aid Director.

Incl.
DC WPD 4115-60
(10-17-41)
Memo for AC of S
(10-16-41)

Pencil Note:

10/22/41
Gen. Spaatz-
Note and send to Gen. Echols. It would seem that the actual cost of airplanes and engines would have been known to our government agencies.

HHA

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DOD Dir. 5 par. 5 & 20 June 1974
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WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM
WAR PLANS DIVISION

WPD 4115-60

SUBJECT: War Department Relations with American Republics.

Date October 17, 1941

TO: C.A.A.F. (Thru: Director, Defense Aid Division)

Request comments.

For the Acting A. C. of S., WPD:

/s/ C K Gailey
C. K. GAILEY,
Major, General Staff,
Executive, WPD.

Incl.
Memo for A.C. of S., WPD,
10/16/41, fr. Gen.
Miller

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October 16, 1941.

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, WPD:

Subject: War Department Relations with American Republics.

1. Various agencies of the War Department are now having more or less direct relations with Army and Air Corps representatives of the South American republics. In the conduct of some of their negotiations, I believe that these agencies can influence our good relations with these republics in a more decisive manner than the State Department itself. It is therefore highly important that these negotiations be conducted in a friendly manner by carefully selected officers, so that the Good Neighbor Policy of the Government may not be impaired.

2. One incident well illustrates how careful thought and co-ordination between various agencies of the Government may avoid trouble. A few weeks ago, the Joint Aircraft Committee informed Mr. Sturm of the Office of Defense Aid Reports that the prices of the Beechcraft D-17S airplane for Brazil under the Lend-Lease agreement was estimated as follows:

Airplane D-17S. . . . $20,000
Spare engine. 5,809

Yesterday Mr. Sturm was notified by the Navy Department that for contract purposes to Brazil, the prices would be for Beechcraft D-17S airplane, $28,000, and for spare engine, $10,000.

3. One may well imagine the effect upon Brazilian purchasing representatives of this great increase in estimated prices, which can not be attributed solely to increased cost during the short period of time between estimates. Either the original estimates were not carefully prepared, or the latter estimates were unduly padded. If our Government is to obtain satisfactory results in its Good Neighbor Policy we must maintain good relations with the representatives of the armed forces of the South American republics who are sent to this country as official representatives of their Government. It is believed that in the future the Joint Aircraft Committee should carefully scrutinize estimates for South American Governments before releasing them to the Office of Defense Aid Reports, in order that misunderstandings and hard feelings may be avoided.

DECLASSIFIED

L. W. Miller,
Brig. General,
Chief of Mission.

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DOD Dir. 5 Jan. & 30 June 1974
By: [illegible] Date: 10-7-74

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OCT 29 1941

Mr. Wm. A. M. Burden,
Defense Supplies Corporation,
511 Vo. Avenue, N. W.,
Washington, D. C.

My dear Mr. Burden:

It is the opinion of the War Department that the recommendation of the State Department and Federal Loan Agency outlined in your letter of September 29, 1941, cannot be met at the present time. This decision is prompted solely by the acute shortage of all types of aircraft.

However, as a token five (5) P-36 airplanes have been set up for delivery to Brazil. About January 1, 1942, it may be possible to allocate one two-engine medium bomber.

It is believed advisable this aircraft be allocated to the U. S. Mission rather than the Brazilian Government. This will enable the planes to be serviced by personnel trained on American type aircraft.

This entire matter has been discussed with War Plans Division, General Staff, and with General Miller, Chief of the U. S. Mission to Brazil.

Sincerely yours,

[redacted] A. LOVETT

ROBERT A. LOVETT
Assistant Secretary of War for Air.

452.1 Brazil (5)

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Air A.S. 452.1 Brazil (5)

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DOD Dir. 5 Sec. 4 20 June 1974
By [illegible] NLC, Date 10-7-96

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Airplanes Assigned to Military Attaches and Military Missions.

AAF/A-2
OCMcD/ckp

1 AAF A-2 — G/AS — 1941 10/10

1. As of October 7, 1941, airplanes assigned to Military Attaches and Military Missions are indicated in TAB A attached.

2. In order that U.S. Army Air Forces personnel with the Military Mission in Argentina may have proper equipment for flying, which at the present is non-existent, C-45 airplane, No. 40-1077, which arrived in Panama September 24, 1941, and originally intended for allocation to the Military Attache, Santiago, Chile, is reallocated to the U.S. Military Mission in the Argentine.

3. The Military Air Attache in Santiago, Chile, has an A-17 type airplane, No. 37-62, assigned to them which at present is being overhauled in the Panama Depot.

4. The question of airplanes, commercial and military, for Brazil is outlined in letter dated September 30, 1941, from Defense Supplies Corporation, Mr. Wm. A. M. Burden, appended as TAB B. In conference October 8 in War Plans Division of the General Staff - present: General Miller, Chief of U. S. Mission to Brazil; Colonel Holden, and Major Vandenburg, A-3 Air Staff; Colonel McDonald and Major Buckley, A-2 Air Staff; Colonel Ridgeway and Major Silvertherne, War Plans Division, General Staff - it was decided that:

a. Due to the acute shortage of all type aircraft, it was the impossible at this time to make available the aircraft outlined in TAB B. However, as a token, five (5) P-36 airplanes were set up for delivery to Brazil.

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Airplanes assigned to Military Attaches and Military Missions.

1 (continued)

About January 1, 1942, one two-engine medium bomber obsolescent or training type may be allocated. In making allocation of aircraft to Brazil it was believed most advisable that the aircraft be allocated to the U.S. Mission rather than the Brazilian Air Force. This is in view of the safety features involved in having the aircraft maintained by American mechanics in a reasonably safe condition rather than being maintained by Brazilian mechanics who are notoriously poor, thus possibly jeopardizing lives of American personnel.

5. In regards to all U.S. Army Air Forces airplanes assigned to Military Attaches and Military Missions the minimum personnel maintenance requirements should be one qualified mechanic per engine. Where certain operational conditions may warrant, additional personnel may be authorized.

6. Approval of the Chief of the Air Staff to the above is recommended.

M.F.S.
C/A-2

2 Incls.
Tab A (See General Files or A-2 files for Tabs A & B)
Tab B

Coordinated By:
A-2 ( )
A-3 ( )
A-1 ( )

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By [illegible] NARS, Date 10-7-14

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DEFENSE SUPPLIES CORPORATION

WASHINGTON

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Division:
American Republics Aviation

September 30, 1941

~~MEMORANDUM~~

TO: The Honorable Robert A. Lovett
Assistant Secretary of War

FROM: Wm. A. M. Burden

SUBJECT: Commercial and military aircraft for the Brazilian Air Force.

Background.

In staff talks dating back to the Spring of 1940 the question of providing airplanes for the Brazilian air force has been discussed with the Brazilian Government.

In April 1941 Brazil was offered 12 Douglas DB-7's by our government. The offer was accepted by Vargas but was later rescinded by us as the British decided they required the airplanes after all.

Brazil's Present Request.

In June 1941 the U. S. Military Mission in Brazil requested 3 Curtiss P-36's and 3 Douglas B-18's to be assigned to it for use in training the Brazilian Air Force.

In the same month the Brazilian Government requested approximately $15,000,000 of aircraft equipment under lease lend, the request being approved by the U. S. military mission in Rio.

Present outstanding requests for Brazil are tabulated below together with delivery dates when such have been assigned.

	Number	Type	*Model	Purpose	Delivery Promised
For U.S. Mission:	3	Pursuit	Curtiss P-36	Training	?
	3	Bomber	Douglas B-18	Training	?
For Brazil:	1	Transport	*Lockheed Lodestar	President Vargas	December, 1942
	10	Transport	*Beechcraft D-17S	Govt. Mail Service	6 in Nov., 1941 4 in Jan., 1942
	10	Transport	Cessna T-50	Govt. Mail Service	?
	40	Pursuit	Curtiss P-36	Air Force	?
	28	Medium Bomber	Douglas A20-A	Air Force	?
	3	Patrol Boats	Consolidated PBY-5	Air Force	?
	28	Dive Bomber	Douglas SBD-3	Air Force	?
	14	Amphibians	Grumman	Air Force	?

*Model recommended to Brazil by U. S. as most easily available.
Type starred have also been accepted by Brazil as suitable.

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~~CONFIDENTIAL~~ (Tab B)

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Brazil Dissatisfied.

It will be noted that Brazil has not been assured of delivery of any military equipment whatever within the near future and of only half the equipment needed for its government air mail service.

The Air Minister is profoundly dissatisfied and has intimated to the Ambassador and the representatives of the Federal Loan Agency that the United States can expect no real cooperation in the many projects in which it expects Brazil's help unless a reasonable amount of equipment is provided in the near future.

Important U. S. and British Projects in the Balance.

Currently the U. S. is asking Brazil to:

(1) Permit the ferrying of large numbers of military airplanes through Brazil to the British in the Near East.

(2) Permit aerial patrol operations from the Brazilian Coast.

(3) Cooperate in eliminating the German Condor and the Italian LATI airlines.

Recommendation of State and Federal Loan Agency.

It is the opinion of the State Department and the Federal Loan Agency that, while it is obviously not possible or desirable to attempt to provide all the equipment asked for, these ends cannot be successfully accomplished unless the following minimum amount of military and commercial airplanes can be made available to the Brazilian Government within the next three months — the sooner the better:

15 Curtiss P-36 Pursuits (P & W or Cyclones)
(3 of these to go to our own military mission)

10 Cessna T-50 twin engine trainer-transports
(These will have to be diverted from the Canadians)

2 Consolidated PBY-5 patrol boats
(These will have to be diverted from the Navy)

Information Requested.

The purpose of this memorandum is to ascertain whether the War Department would be willing to transfer 15 P-36 pursuits (P & W or Cyclones) to Brazil in the immediate future.

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By [illegible] NARA, Date 10-1-14

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AAF/A-2
HRB-ghf

Written: 10/28/41.

MEMORANDUM FOR: The Acting Assistant Chief of Staff, WPD

SUBJECT: Training Planes for the United States Aviation Mission in Brazil.

452.1 Brazil (3)c

1. With reference to memorandum from your office to the Chief of the Army Air Forces, dated October 11, 1941, on the above subject, and specifically in response to recommendations in paragraph 4 of your memorandum, this office is able to state the following:

a. The five (5) P-36 airplanes for the training of Brazilian personnel have been assigned to the Mission and should start for destination about November 1, 1941.

b. It is expected that one (1) B-18 airplane can be assigned to the Mission about the first of the year 1942. It is impossible to say, at this time, what will eventuate with regard to the second and third B-18's which are desired for the Mission.

c. Arrangements for mechanics to accompany the Mission have been made.

d. Instructions that the aircraft be fully armed, except for bomb sights, have been given.

MARTIN F. SCANLON,
Brigadier General, U. S. Army,
Assistant Chief of the Air Staff, A-2.

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
				11/75							

AAF-39

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authority 452.1 Brazil (3)c

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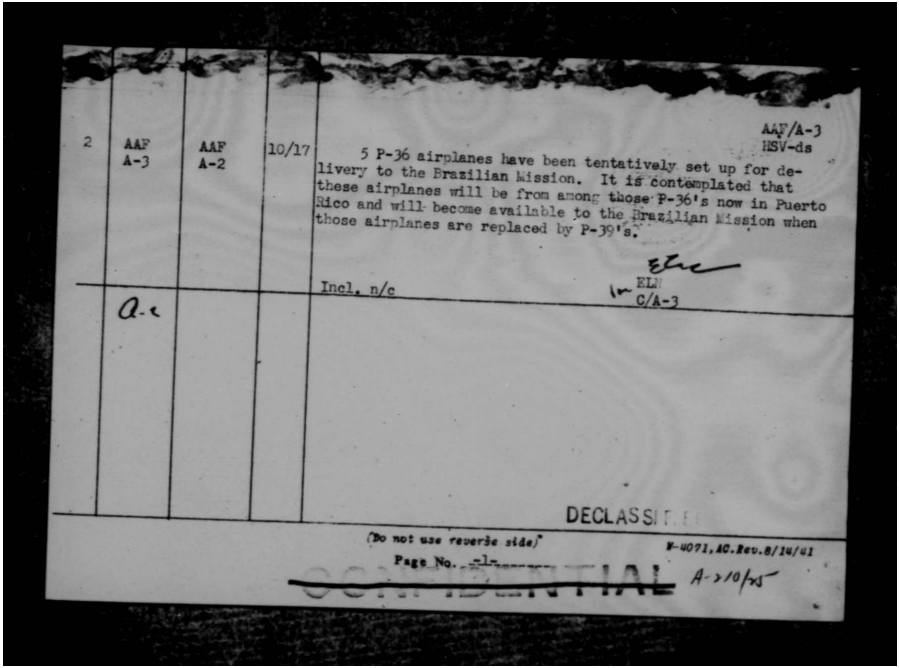

2	AAF A-3	AAF A-2	10/17	AAF/A-3 HSV-ds 5 P-36 airplanes have been tentatively set up for delivery to the Brazilian Mission. It is contemplated that these airplanes will be from among those P-36's now in Puerto Rico and will become available to the Brazilian Mission when those airplanes are replaced by P-39's. Incl. n/c for ELE C/A-3
	a.c			

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CONFIDENTIAL A-2 10/25

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8 Jan. & 30 June 1976
By [illegible] LC, Date 10-7-10

HEADQUARTERS ARMY AIR FORCES
~~CONFIDENTIAL~~

ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

SUBJECT: Training Airplanes for the United States Aviation Mission in Brazil.

NO.	FROM	TO	DATE	DATA
1	AAF A-2	AAF A-3 (Major Vandenberg)	1941 10/14	AAF/A-2 GCC/ekp 1. A-2 concurs with the attached and feels that all possible speed should be made in dispatching five (5) P-36 airplanes to the Brazilian Mission as outlined in attached memorandum. We do not, however, feel that it is possible to forward any B-18's in the immediate future. 1175 M.F.S. C/A-2 1 Incl. Memo to C/AAF fr A.C. of S., 10/11.

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5 Jan. & 20 June 1955
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W.P.D., G.S.

WAR DEPARTMENT GENERAL STAFF

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

IMMEDIATE ACTION

10/10/41 ecy
Date Initials

WPD 4406-20

October 11, 1941.

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Training Airplanes for the United States Aviation Mission in Brazil.

1. Reference is invited to memorandum, WPD 4406-20, of September 30, 1941, on the subject of training airplanes for Brazil, and to conference of October 8, 1941, between representatives of War Plans Division (Brigadier General Miller and Lieut. Colonel Ridgway) and of the Air Staff (Colonel Naiden and Majors Vandenberg and Buckley).

2. It is understood that combat airplanes will be released to Brazil under the Lend-Lease program only beginning with September 1942. In the meantime, Brazilian personnel should be trained under the supervision of the United States Aviation Mission in Brazil, in order that they may be better qualified to pursue their training in combat planes after these are made available to them. Brazil has no training airplanes intermediate between the AT-6 and the latest type pursuit and light bombers. A few P-36 and B-18 airplanes are desirable to fill this training gap in order that the eventual use of modern combat planes may not unduly increase the already incredibly high casualty rate.

3. It is highly important that we manifest a sincere spirit of cooperation with the Brazilian air force at the present time. In the very near future it is probable that the United States Government will have to ask certain concessions from the Brazilian Government such as permission to operate Navy patrol planes from Brazilian ports in the northeast and intensification of the ferrying of planes across Brazilian territory, including the ferrying of combat planes. If Brazil grants these concessions, they will tend to change her status from that of neutrality to one of non-belligerency. We may expect that the Brazilian Government will hesitate to take such a step. Any measure of cooperation on our part will help prepare the way psychologically for Brazilian cooperation with us.

4. The following measures of cooperation by our Army Air Forces are strongly recommended:

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a. The assignment to the United States Military Mission in Brasil of five P-36 airplanes for the training of Brazilian personnel. These planes should be assigned as soon as possible, and not later than the end of the present calendar year.

b. The assignment to the Mission of three B-18 airplanes. It is understood that there is a serious shortage of these planes at the present time but even if only one could be assigned to the Mission before the first part of the calendar year 1942, and the others shortly thereafter, it would be of great assistance to us.

c. Each plane should be accompanied by one mechanic who can remain on duty with the Mission in Rio de Janeiro.

d. Airplanes assigned to the Mission should be fully armed, except for bomb sights.

5. Brigadier General L. W. Miller, Chief of U. S. Military Mission to Brasil, collaborated in the preparation of this paper and concurs.

6. Request comments.

L. T. GEROW,
Brigadier General,
Acting Assistant Chief of Staff.

Hq. Army Air Forces
OCT 11 941
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Auth: letter dtd 10-1-74

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Wtn 10/3/41.

452.1 Brazil (3) a.

Combat Flight Training Airplanes for Brazil.

TO:

AAF/A-2
GCMB/ckp

1. At the present time there are two (2) PT-19, one (1) C-45 and one (1) BC-2 airplanes of the Army Air Forces now in Brazil being used by the Training Mission. Through local administration the personnel on General Miller's Mission should be authorized to take advantage of this equipment where possible.

2. The B-18 type airplanes requested in basic communication are not available. Further, it would not be advisable to send an airplane of this type which is obsolete and for which spare parts are non-existent.

3. In that Brazil will shortly submit requisitions for approximately 200 modern combat airplanes of different types, it is believed advisable that consideration for the initial allocation of airplanes should be reasonably substantial which may in time to come fit more readily into desired total of 200.

4. Study is now being given to effecting a reallocation of fifteen (15) type P-36 pursuit airplanes to Brazil. This conforms to a recent recommendation

"See Over"

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from the State Department. When the final allocation has been made, the question contained in your paragraph 6 may be more readily answered.

Incls.
1-Disposition Slip WPD 4406-20, 9/30
2-GAAF Disposition Form (9/22) w/4 Incls
listed thereon.

For the Chief of the Army Air Forces:

EDWARD P. CURTIS,
Major, Air Corps,
Secretary of The Air Staff

Dispatched
OCT 8 1941
AAG

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OCD ltr. 6 Jan. & 30 June 1972
By [illegible] LC Date 10-7-76

WAR PLANS DIVISION
WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

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WPD 4406-20

Subject: Combat Flight Training Airplanes for Brazil.

Sept. 30, 1941.

TO: C.AAF

1. Reference is made to the following memoranda, both on disposition forms to you from G-2.

2. a. G-2 MID 452.1, subject: Airplanes for Brazilian Mission, dated September 15, 1941.

b. G-2 R/A MID 452.1, 9/13/41 (6-13-41), subject: Combat type training airplanes for Brazil, dated September 25, 1941.

2. Further reference is made to conversation of September 27, 1941, between Lieut. Colonel G. C. McDonald of the Air Staff and Lieut. Colonel Ridgway of this Division.

3. The views expressed by the Chief of the U. S. Military Mission, Brigadier General L. W. Miller, in his letter of September 13, 1941, copy of which has been furnished you by G-2, are generally concurred in by War Plans Division. The degree of military cooperation received from Brazil is an important factor in the general strategic situation. This cooperation, in turn, is strongly influenced by the extent of our help in developing the Brazilian military aviation program.

4. Brazil will shortly submit requisitions, under Lend-Lease, for approximately 200 modern combat airplanes of different types. Prior to the start of delivery, which it is estimated will be, roughly, one year hence, there is an unquestioned need for some suitable modern airplanes in Brazil to train for the use of the combat types when received.

5. War Plans Division understands that neither the B-18 nor the P-36 requested may be the answer, but it is strongly of the opinion that approximately the same number of some other type of suitable training airplane should be provided at the earliest possible date, in order to comply with the expressed wishes of the Chief of Staff.

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6. Your comments are requested, to include recommendations as to:

a. The specific type of airplanes which should be provided for the purpose stated.

b. The earliest dates when delivery could be made.

c. Availability of the mechanics requested by Brigadier General Miller.

7. Your memorandum (on disposition form) of September 22, 1941, for G-2 through War Plans Division, and accompanying papers, are returned herewith.

/s/ CHK. GALLERY, Jr.,
Brigadier General,
Acting Assistant Chief of Staff.

Incls.
CAAF Disposition Form
(9-22-41) w/4 Incls.

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SEP 3 1941

452.1 Brazil (1)

MEMORANDUM FOR THE JOINT AIRCRAFT COMMITTEE:

Subject: Communication from the American Ambassador to Brazil.

The attached copy of letter from Mr. Jefferson Caffery, the American Ambassador to Brazil, dated June 25, 1941, together with subsequent correspondence, is forwarded as being of primary interest to the Joint Aircraft Committee.

For the Chief of the Army Air Forces:

EDWARD P. CURTIS,
Major, Air Corps,
Secretary of the Air Staff

3 Incls.
1-Memo, WPD 4406-9, 8/11/41, above subject.
2-Ltr fm Liaison Officer, State Dept, to Chief, Liaison Branch, G/S, 8/1/41, w/2 incls.
3-Memo fm Col. Ridgway to Jt Aircraft Committee, 8/6/41, w/3 incls.

Hq. Army Air Forces
SEP 3 1941
AAG Received

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

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Am W 452.1 Brazil (1)

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DOD Dir.
5 Jun. & 30 June 1972
NND Date 10-1-75

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

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WPD 4406-9

August 11, 1941

MEMORANDUM FOR THE CHIEF OF ARMY AIR FORCES:

Subject: Communications from the American Ambassador to Brazil.

1. The attached memorandum from Liaison Officer, State Department, dated August 1, 1941, which forwarded a letter dated June 25, 1941, from the American Ambassador to Brazil, and a memorandum to the Ambassador from Major T.D. White, A.C. dated June 24, 1941, is forwarded as a matter of primary interest to the Army Air Forces.

2. In this connection attention is invited to recent memorandum to the Joint Aircraft Committee, Subject: Munitions for American Republics, copy attached.

L. T. GEROW,
Brigadier General,
Acting Assistant Chief of Staff

2 Incls.
Incl. 1 - Ltr fr Liaison Off., State Dept., to Chief, Liaison Branch, W/D (8-1-41) w/2 incls.
Incl. 2 - Memo fr Col. Ridgway to Jt. Aircraft Committee (8-6-41) w/3 incls.

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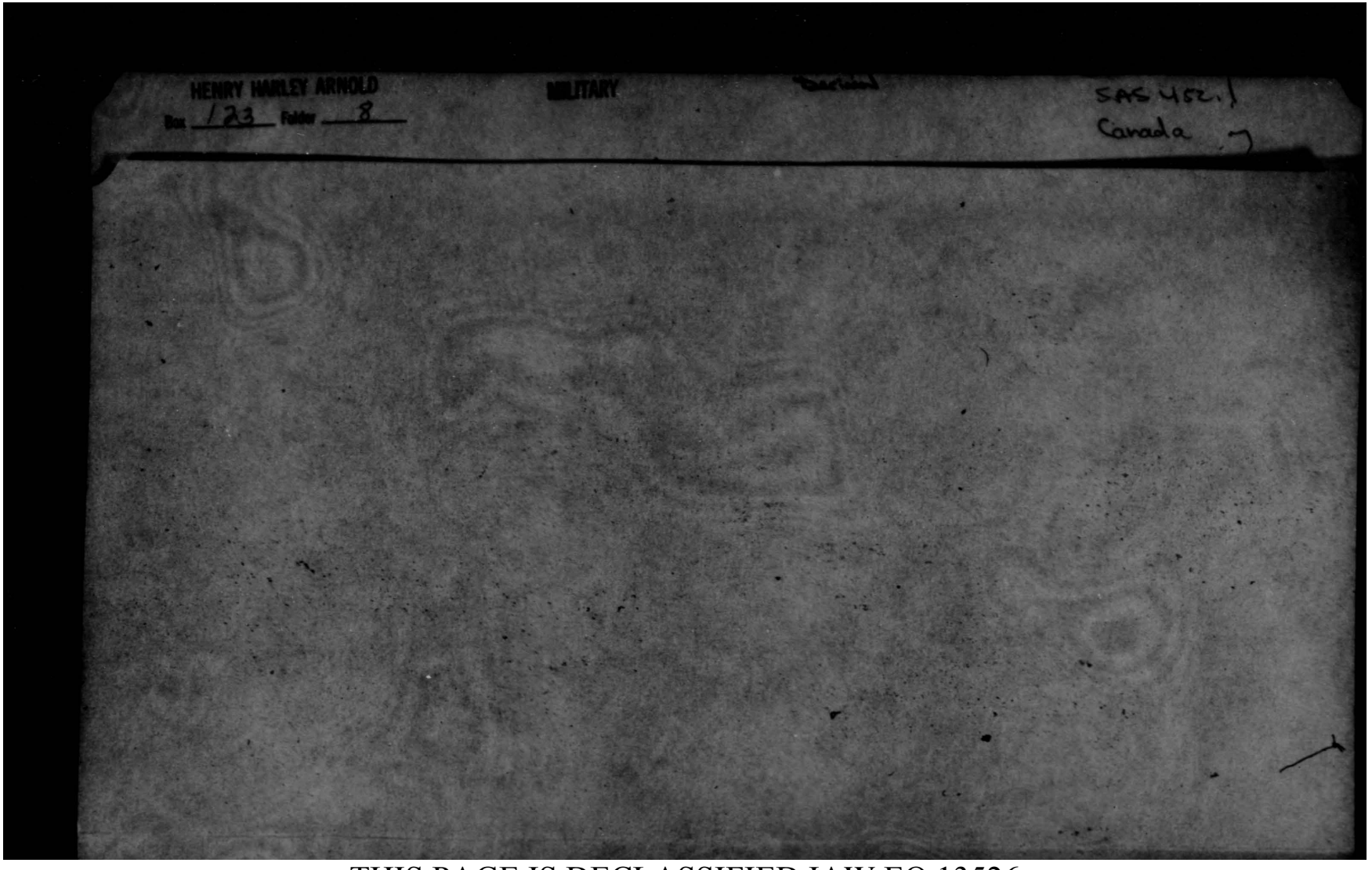

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NARS, Date 8-7-76

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Letter to Air Vice Marshal Welsh

Chief of the Air Staff

10 DEC 1943

AMAS Plans

Attached letter acknowledging letter of 9 November 1943 from Air Vice Marshal G. V. Welsh, Air Member of Canadian Joint Staff, to General Arnold in regard to aircraft requirements first six months 1944 prepared for General Giles' signature.

L. S. [redacted],
Brigadier General, U. S. A.

Incl -
Ltr dupe chr
Ltr from A/VM Welsh 9 Nov 43
to Arnold

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WDR: 10 Dec 73

18 DEC 1943

Air Vice Marshal G. V. Walsh
Air Member, Canadian Joint Staff
2450 S Street, N. W.
Washington, D. C.

Dear Air Vice Marshal Walsh:

This is to acknowledge your letter of 9 November 1943 in which you request that your aircraft requirements for 1944 be considered in the November review.

Preliminary conferences are now in process and in each instance your requirements have been considered.

Yours sincerely,

Signed

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

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13 DEC 1973
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File No. S.31-2-1 (AFCS)

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CANADIAN JOINT STAFF
WASHINGTON

U. S. SECRET
CAN. MOST SECRET

DECLASSIFIED
Per
Date: 2/17/70

November 9th, 1943.

Dear General Arnold:

It is understood that in the near future the aircraft allocations for the first six months of 1944 from U.S. production contained in C.C.S. 283/1 dated July 29th, 1943, approved at the 104th meeting of the C.C.O.S. on July 30th, 1943, will be reviewed in the light of the present production situation and rescheduled along with projected allocations for the last six months of 1944.

The R.C.A.F. has estimated aircraft requirements from U.S. production for 1944 in accordance with recently revised air defence plans for Canada and I have been directed by the Chief of the Air Staff to submit these requirements, which are shown in the attached Schedule "A", to you for consideration along with the requirements of other Governments of the United Nations.

It will be noticed that the R.C.A.F. will not now require any fighter aircraft from U.S. production during 1944. You were informed of this change in our fighter aircraft programme in my letter S.31-2-1, V.II, (AFCS) of October 19th, 1943. 8 SBW aircraft allocated under C.C.S. 283/1 from U.S. financed production in Canada also will be no longer required and have been omitted from our scheduled requirements from U.S. production.

B-24 (VLR) and PV-1 aircraft have been requested on the basis outlined in my letter S.31-2-1 (AFCS) of August 7th, 1943, namely B-24 aircraft sufficient for the equipment of a second VLR Squadron and the maintenance of two squadrons operating this type in the North Atlantic. The equipment of a second VLR Squadron, as explained in my letter of August 7th, 1943, will enable the R.C.A.F. to limit its request for PV-1 aircraft to the quantities given in my letter of August 7th, 1943, which appear to be the maximum number available to Canada from the limited production of this type.

You will notice that provision has been made in the attached schedule for four engine transport aircraft for the equipment of two heavy transport squadrons, notwithstanding the fact that no allocations of this type were possible to Canada at the time C.C.S. 283/1 was considered by the C.C.O.S. It is hoped that the production situation during 1944 will permit of the allocation at this time of the relatively small requirements of the R.C.A.F. of this type. C.54 aircraft would be preferred but C.87 has been shown in the R.C.A.F. scheduled requirements as an alternative. The six

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B-17 aircraft offered to the R.C.A.F. in your letter of October 27th and accepted in my letter S.31-2-1 of November 6th, 1943, will, of course, be applied against our request for four engine transport for 1944.

R.C.A.F. requirements for squadrons at present equipped with C.47 and C.60 have been combined in our schedule because it is understood that the C.60 will go out of production at the end of the current calendar year. C.47 aircraft have been specified for squadrons at present equipped with these two types.

The R.C.A.F. will require certain additional transport aircraft for communication units of the Combined Training Organization in Canada. Since Great Britain participates in this training organization and, in accordance with the existing training agreement between the U.K. and Canada, the Government of the U. K. contributes equipment as a material part of its share of the cost of training in Canada, the additional aircraft requirements referred to are being forwarded to the Royal Air Force Delegation for inclusion with British aircraft requirements. Appendix "B" attached is a copy of the requirements schedule submitted to the Royal Air Force Delegation.

Should the transport aircraft required for the Combined Training Organization in Canada not be included with the British requirements they will have to be added to those contained in Schedule "A" attached.

Yours sincerely,

(S)
(G. V. Walsh)
Air Vice Marshal
Air Member, Canadian Joint Staff.

General H. H. Arnold
Commanding General U. S.A.A.F.,
Room 3E 1009 Pentagon Building,
Washington, D. C.

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Air Member,
Canadian Joint Staff
2222 S Street N.W.
Washington, D.C.

File S.17-3-3

Noted by Gen. George

File mar

CANADIAN JOINT STAFF
WASHINGTON

29 November, 1943

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NARS, Date

Dear General Giles:

Acknowledging your letter of 24 November, I have been directed by the Chief of the Air Staff to express great appreciation for the use, by R.C.A.F. Air Transport aircraft, of your aerodromes in Greenland and Iceland in an emergency.

R.C.A.F. Headquarters have already been in contact with Air Commodore Powell of R.A.F. Air Transport Command, and have arranged to operate under their flight control using their facilities wherever possible. In effect, therefore, for control purposes our flights will be classified as R.A.F. Transport Command flights, and will be in accord with arrangements completed by the U.S. and British authorities.

Yours sincerely,

(G.V. Walsh)
Air Vice Marshal
Air Member, Canadian Joint Staff

Major General B.M. Giles,
Chief of the Air Staff, U.S.A.A.F.,
Room 3E1007, Pentagon Building,
Washington, D.C.

AGN 452.1 Can (17) DB

File 12/11/43

Air AG 452.1 Can (17) DB

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DOD Dir. 5 par. 4 & 20 June 1972
By [illegible] NSC Date 12-1-14

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24 November 1943

Air Vice Marshal G. V. Walsh
Air Member, Canadian Joint Staff
Washington, D. C.

Dear Air Vice Marshal Walsh:

With reference to your letter of 18 November 1943, File No. S. 17-3-3 (AFPO), the U. S. Army Air Forces will be delighted to assist the Royal Canadian Air Force Air Transport Command in the use of aerodromes operated by us in Greenland and Iceland. It is pointed out that airports in these countries are often seriously congested not only on the ground but in the air traffic, particularly in questionable weather. It is, therefore, felt that no trans-Atlantic operations should be undertaken except under the arrangements completed between the British and the United States, providing for suitable control for aircraft operating in the North Atlantic.

Air Commodore Powell in Montreal is aware of all of the details involved in the agreement mentioned. It is suggested that before your trans-Atlantic operations are instituted that the necessary detailed arrangements should be completed between your organization, Air Commodore Powell, and Col. L. G. Pyle, the Commanding Officer of the North Atlantic Wing of the Air Transport Command, U. S. Army Air Forces. If I can be of any assistance in arranging such a meeting, please call upon me.

Very truly yours,

Signed

BARNEY M. GILES
Major General, United States Army
Chief of Air Staff

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File No. S.17-3-3 (AFPO)

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By [illegible] Date [illegible]

CANADIAN JOINT STAFF
WASHINGTON

(U.S.) ~~SECRET~~
(CAN.) ~~SECRET~~

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18 November, 1943

Dear General Giles:

The six B17F aircraft, which have now been assigned to the R.C.A.F. through the kind auspices of General Arnold, will enable the R.C.A.F. Air Transport Command to commence operations soon to the United Kingdom, Mediterranean, and other theatres where members of the Canadian Armed Forces are serving.

The routes to be followed from Canada to the United Kingdom will vary according to weather conditions, which may make it necessary at times to use the Northern route via Greenland and Iceland. Normally, landings will not be planned at Bluie West 1, Greenland, and Meeks Field, Iceland, but occasionally weather conditions or mechanical trouble may necessitate a landing at one of these aerodromes.

I have been asked, therefore, to request permission of the U.S.A.A.F. for the aircraft to use the aerodromes in Greenland and Iceland should the necessity arise.

Yours very truly,

G. V. Walsh
Air Vice Marshal
Air Member, Canadian Joint Staff

Major General B. M. Giles,
Room 3E1007, Pentagon Bldg.,
Arlington, Va.

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File: [redacted].17-3-1 (AFCS)

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CANADIAN JOINT STAFF

WASHINGTON

Air Member's Office,
2222 S Street N.W.

17 December, 1943

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By [illegible] Date [illegible]

Dear General Giles:

Your kind offer to provide facilities for an R.C.A.F. aircraft at Bolling Field is greatly appreciated.

The aircraft will not be delivered to Washington until after the 1944 allotments to Canada commence. A letter to this effect and all future developments will be forwarded to the Operations Officer at Bolling Field so that he may be fully informed.

Yours sincerely,

(G. V. Walsh)
Air Vice Marshal
Air Member, Canadian Joint Staff

Major General B.M. Giles,
Chief of the Air Staff,
Room 3E1007, Pentagon Bldg.,
Arlington, Virginia.

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AFAEC/CGH
Lt.Colonel S. E. Gates/dl
73488
Written April 24, 1943

SUBJECT: Maintenance and Control of Aerodromes in Canada.

TO: Major General Guy V. Henry
Senior U. S. Army Member
Permanent Joint Board on Defense,
Canada-United States

1. Reference is made to your memorandum dated April 8, 1943, transmitting for comment an abbreviated copy of a proposal made by the Canadian Section of the Permanent Joint Board on Defense at the meeting on April 5-6, 1943, with regard to the maintenance and control of aerodromes in Canada utilized by United States Forces.

2. The proposal of the Canadian Section does not appear satisfactory for the following reasons:

a. Paragraph (a) would require a separate agreement with respect to the nature and character of the joint training test to be made of each aerodrome in Canada. It is believed that this matter should be determined at the time authorization is granted to operate over a given route and should include all aspects on each route.

b. Paragraphs (b) and (c) of proposal would by their use of the word, "substantial", create ambiguity. It is considered that the Canadian might substantial use of an airport and that the Army Air Forces might make other use of such airport. In such case, the Canadian Government would be charged with full responsibility for the field.

c. The words "control and maintenance," which are used throughout the text, do not indicate clearly that is intended to be the responsibility of the respective Air Forces.

3. It is understood that a conference was held in your office attended by representatives of the State and Navy Departments and of the Air Transport Command, at which time the Canadian draft was discussed. It is further understood that as a consequence of said meeting, the representatives of the Air Transport Command were requested to prepare a further draft to be submitted to the Canadian Section of the Permanent Joint Board. There is

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attached hereto as Tab A, a copy of the proposed draft prepared by the Air Transport Command. This draft has informally been cleared with representatives of the State and Navy Departments.

4. The attached draft of the proposed agreement is satisfactory to the Army Air Forces, and it is recommended that it be submitted to the Canadian Members of the Permanent Joint Board.

By Command of General Arnold:

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

Encl:
Tab A-Draft of
Proposed Agreement.

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The Board further considered the question of responsibility for the administration, security, traffic control and maintenance of aerodromes on Canadian territory used by United States Armed Forces, and decided to make the following recommendations:

a. That a Committee composed of representatives of the air services of Canada and the United States be appointed for the purpose of studying this question and making recommendations to the Board as to each aerodrome or group of aerodromes.

b. That the responsibility for the administration, security, traffic control and maintenance of any aerodrome or group of aerodromes shall be the subject of special arrangement with respect to each such aerodrome or group of aerodromes.

c. That in making such study and recommendations, this Committee should consider the extent and character of the use of any aerodrome or group of aerodromes by aircraft of both countries. Normally, in those cases where as a matter of routine the principal use of such aerodrome is by the Canadian forces they should assume responsibility therefor, and where the aerodrome is used exclusively or principally by the United States forces or is constructed by or for the United States forces they should assume such responsibility.

d. That, subject as aforesaid, once an agreement has been consummated with reference to the responsibilities to be assumed by the respective forces with regard to a particular aerodrome, such agreement should continue in effect during the war unless it is mutually agreed

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that the responsibility for the control and maintenance of such
structures is shifted.

g. That the right of Canada to assume the control and maintenance
of any structures on Canadian territory be recognized, and that if Canada
the war Canada informs the United States that it is prepared to assume
responsibility for the maintenance and control of any structures there-
before controlled and maintained by the United States, the necessary
arrangements for the assumption of such responsibility be effected
between the governments of the two countries.

h. A liaison officer may be stationed by either country at an
structure controlled and maintained by the other.

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By [illegible] NLC, Date 12-7-79

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27 OCT 1943

Air Vice Marshal C. V. Welsh
Air Member, Canadian Joint Staff
Washington, D. C.

Dear Air Vice Marshal Welsh:

In answer to your letters of October 25th and 26th, I wish to advise that all discussion of aircraft for RAAF are to be confined to Generals [illegible] and Chidlaw. All requests will be transmitted to them and considered. Will be glad to help further in any way I can.

As regards the [illegible] Wing project, I feel sure you realize that our very limited military requirements for the RAAF and RAF overseas preclude any possibility of diverting any to the plan. Even though such [illegible] would be directly support of attack forces in active theaters of operations.

I am in full sympathy with you in your desire to minimize the results of your visit during the highest possible level and agree that every publicity means should be employed to do so. We are also confronted with this same problem, [illegible] etc., on our [illegible] Service Command.

In an effort to give you immediate relief I will make available to the RAAF, [illegible] [illegible] [illegible] which can be assembled in [illegible] Field. I will have my people [illegible] progress, but I do not hesitate to do so in view of the mission that they will accomplish.

I hope that this arrangement will contribute you in solving your problem.

Yours sincerely,

Lt. H. H. Arnold

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

Telegraphed
27 OCT 1943
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Ltr to V.I.P. Channels (16)

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DOD 5200
E Jan. & 30 June 1954
By [illegible] NLC, Date 10-7-74

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AFACH/HLH/ew

MEMORANDUM FOR GENERAL GILES:

1. In an informal conversation with RCAF Air Chief Marshal Leckey, who was on a visit to Washington and returned to Canada on March 15, he intimated that one of the subjects he was pursuing was the question of taking over excess aircraft that we might have. It was apparent that the excess offered to him were A-20's. It was indicated he was to see General Fairchild on this subject but General Fairchild was not here at the time. The Air Chief Marshal stated he could see no particular use for the A-20's in the Canadian Air Forces.

2. The Canadians in their own factories are remodeling approximately 80 Lancasters which they are going to use for transports in connection with Far Eastern operations. The Air Chief Marshal requested that General Arnold be told that he felt everything was going along nicely and he really had no particular items to take up with General Arnold on this visit.

H. L. WALSH,
Major General, U.S.A.

cc: General Kuter
General Fairchild

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6 Jan & 20 June 1974
By [illegible] NLC, Date 16-7-76

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Wire: 25 May 44

28 MAY 1944

Air Vice Marshal C. V. Welsh, R.D.F.
Air Member, Canadian Joint Staff
2450 S Street, N. W.
Washington, D. C.

Dear Air Vice Marshal Welsh:

In reply to your letter of 20th May, I agree that the service you are attempting to establish deserves special consideration.

There being no four-engine transports available, I can offer you ten (10) B-24 airplanes for delivery in the immediate future. In order to expedite getting these airplanes into service, I suggest that any modifications necessary be done by your people.

If this arrangement is acceptable to you, please submit your request to the Munitions Assignments Board.

You may be sure that the Army Air Forces member will support your request when presented for consideration by the Munitions Assignments Board.

Sincerely yours,

[illegible]
28 MAY 1944
AMC

signed,

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

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5 Jan & 30 June 1972
By [illegible] Date 6-7-94

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CANADIAN JOINT STAFF
WASHINGTON

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Per
By [illegible] Date 6-7-94

May 20th, 1944.

Dear General Arnold:

I have been instructed by the Chief of the Air Staff, Royal Canadian Air Force, to request your assistance in the following matter which is a cause of considerable disappointment and discouragement to the Royal Canadian Air Force.

Briefly the following is the situation — In the assignment of aircra t for the latter half of 1944 a tentative assignment was made for delivery to the R.C.A.F. of 18 C.87 aircraft and we were notified in writing to this effect as late as April 19th from the Munitions Assignments Committee (Air). Last week Air Commodore Tackaberry, of my staff, was informed by General Jamison that he regretted there was very little chance of us receiving C.87's from the Army controlled production line Fort Worth and suggested that we approach the U. S. Navy to obtain aircraft from the San Diego production line recently taken over by the Navy from the Army.

On taking this matter up with the U. S. Naval representative, Commander Riley, he stated that when the Navy took over the San Diego production line from the Army they had to accept commitments against this production already made by the Army to the British, whereas they could use the entire production themselves, and feel that they cannot make any commitment to the RCAF.

As you will well appreciate we have been endeavouring to carry out our Trans-Atlantic transportation service to the best of our ability with the six B.17's kindly made available to us by you at the end of last year. These aircraft as you are aware are old and we have already lost one and the maintenance on the others as time goes on is not decreasing. We have no other multi-engined aircraft.

We have over 50,000 RCAF personnel in the European, Mediterranean and Indian theatres and of this number 44 squadrons and a number of headquarter ancilliary units are entirely RCAF organized in sub-ordinate commands working under the higher command of the RAF. The remaining personnel are scattered throughout the RAF. The RCAF is entirely responsible for the welfare, general administration, pay, promotions and posting of personnel in the Canadian units and for the general welfare and administration of all Canadians scattered throughout the RAF of which there are ten men for every one man in a Canadian unit. In addition to this there are approximately 250,00 Canadian ground troops overseas and a prpportionation of the Canadian Navy which we endeavor to serve in whatever way we can with the five B.17's.

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In view of our overseas commitments above, I think you will appreciate that we are hard put to provide anything approaching adequate service for the transportation of senior officers on urgent service business, official mail and the relief of mail congestion to our overseas forces. In fact we could not even provide a satisfactory aircraft for the recent trip of our Prime Minister to the United Kingdom, it was only due to your kindness in lending your personal aircraft to our Prime Minister that suitable transportation was provided, and for which we are duly grateful.

Although the assignment was tentative I assume the assignment to the British was also in the same category and therefore have little hesitation in requesting your assistance to enable us to meet our very definite and urgent needs for the firm assignment of these 18 aircraft or whatever proportion of them can be made available in the light of other demands.

We have endeavoured at all times to be reasonable and practical in our requests as we realize your own heavy requirements and the demands made upon you from other countries for transport aircraft, but we are really up against it, unless we can procure at least a fair proportion of these C.87's which are so necessary in the interests of the welfare and efficiency of our forces overseas. Unless we get some assistance by way of the C.87's there appears to be no alternative to the gradual diminution and final cessation of the RCAF transport service working in conjunction with the Canadian Armed Forces.

Yours sincerely,

(S)
(G. V. Walsh)
Air Vice Marshal
Air Member, Canadian Joint Staff.

General H. H. Arnold,
Commanding General, U. S. A. A. F.,
Room 3 E 1009, Pentagon Building,
Washington, D. C.

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Canadian Request for Four-Engine Transports

Chief of the Air Staff

25 May 1944

AMAS Plans

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RMB:mec 71187

Attached draft of letter addressed to Air Vice Marshal G. V. Walsh, Air Member of the Canadian Joint Staff, prepared for General Arnold's signature.

G. C. JAMESON,
Brigadier General, U. S. A.,
Chief, Logistical Plans Division.

Incl -
Draft ltr dope slw.
Orig ltr frm AV/M Walsh
dtd 20 May 44.

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COPY TO LIEUTENANT GENERAL B.M. GILES

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DOD Dirs.
8 Jan & 10 June 1974
By [illegible] NARS, Date 10-7-74

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May 20th, 1944.

Dear General Arnold:

I have been instructed by the Chief of the Air Staff, Royal Canadian Air Force, to request your assistance in the following matter which is a cause of considerable disappointment and discouragement to the Royal Canadian Air Force.

Briefly the following is the situation -- In the assignment of aircraft for the latter half of 1944 a tentative assignment was made for delivery to the R.C.A.F. of 18 C.87 aircraft and we were notified in writing to this effect as late as April 19th from the Munitions Assignment Committee (Air). Last week Air Commodore Breadner, of my staff, was informed by General Juniper that he regretted there was very little chance of us receiving C.87's from the Army controlled production line Fort Worth and suggested that we approach the U.S. Navy to obtain aircraft from the San Diego production line recently taken over by the Navy from the Army.

On taking this matter up with the U.S. Naval representative, Commander Riley, he stated that when the Navy took over the San Diego production line from the Army they had to accept commitments against this production already made by the Army to the British, whereas they could use the entire production themselves, and feel that they cannot make any commitment to the R.C.A.F.

As you will well appreciate we have been endeavouring to carry out our Trans-Atlantic transportation service to the best of our ability with the six B.17's kindly made available to us by you at the end of last year. These aircraft as you are aware are old and we have already lost one and the maintenance on the others as time goes on is not decreasing. We have no other multi-engined aircraft.

We have over 50,000 R.C.A.F. personnel in the European, Mediterranean and Indian theatres and of this number 44 squadrons and a number of headquarter auxilliary units are entirely R.C.A.F. organized in sub-ordinate commands working under the higher command of the R.A.F. The remaining personnel are scattered throughout the R.A.F. The R.C.A.F. is entirely responsible for the welfare, pay, promotions and posting of personnel in the Canadian units and for the general welfare [illegible] of all Canadians scattered throughout the R.A.F. of which there are ten men for every one man in a Canadian unit. In addition to this there are approximately 250,00 Canadian ground troops overseas and a proportion of the Canadian Navy which we endeavour to serve in whatever way we can with the five B.17's.

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In view of our overseas commitments above, I think you will appreciate that we are hard put to provide anything approaching adequate service for the transportation of senior officers on urgent service business, official mail and the relief of mail congestion to our overseas forces. In fact we could not even provide a satisfactory aircraft for the recent trip of our Prime Minister to the United Kingdom, it was only due to your kindness in lending your personal aircraft to our Prime Minister that suitable transportation was provided, and for which we are duly grateful.

Although the assignment was tentative I assume the assignment to the British was also in the same category and therefore have little hesitation in requesting your assistance to enable us to meet our very definite and urgent needs for the firm assignment of these 18 aircraft or whatever proportion of them can be made available in the light of other demands.

We have endeavoured at all times to be reasonable and practical in our requests as we realize your own heavy requirements and the demands made upon you from other countries for transport aircraft, but we are really up against it unless we can procure at least a fair proportion of these C.87's which are so necessary in the interests of the welfare and efficiency of our forces overseas. Unless we get some assistance by way of the C.87's there appears to be no alternative to the gradual diminution and final cessation of the R.C.A.F. transport service working in conjunction with the Canadian Armed Forces.

Yours sincerely,

(G.V. Walsh)
Air Vice Marshal
Air Member, Canadian Joint Staff.

gvw/dem

General H.H. Arnold,
Commanding General U.S.A.A.F.
Room 3E 1000, Pentagon Building,
Washington D.C.

cc Lieutenant General B.M. Giles, U.S.A.A.F.
Brigadier General G.C. Jamison, U.S.A.A.F.

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By [illegible] NARS, Date 10-7-74

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71172
Washington 16 May 44

16 MAY 1944

Air Vice Marshal G. V. Walsh, M.B.E.,
Air Member, Canadian Joint Staff,
2450 S Street, N. W.,
Washington 8, D. C.

Dear Air Vice Marshal Walsh:

Your letter of 9 May 1944 requesting early delivery of one or two C-87 airplanes has been received and the problem has been studied.

Four-engine transport airplane production has not been up to anticipated expectations of three or four months ago, and this has seriously interfered with our troops commitments to the various theatres.

The whole subject of the allocation of aircraft during the second half of this year is now being reviewed and, until a final decision is reached on this subject, I am not in a position to make any commitments regarding these aircraft tentatively allocated Lend Lease for delivery during the second six months of 1944.

I regret that I am not able to accede to your request at this time, but you may be assured that every effort will be made to assist the Canadian Government in their air transport problem.

Yours sincerely,

[illegible]

DANIEL H. GILES,
Lieutenant General, U. S. A.,
Chief of the Air Staff.

[illegible]
18 MAY 1944

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COPY TO: GEN GILES' OFFC

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CANADIAN JOINT STAFF
WASHINGTON

May 9th, 1944.

Attn: Major General B. M. Giles

Dear General Giles:

I have received instructions from the Chief of the Air Staff, Royal Canadian Air Force to request your favourable consideration of an early delivery of one or two C.87 aircraft, tentatively assigned to us for delivery in July of this year.

Our reasons for the request are twofold:

Firstly, we have had considerable maintenance difficulties with the B.17's which you so kindly furnished us at very short notice at the end of last year. We lost one of the B.17's recently in a crash when taking off and one badly damaged during a head-on collision at midnight under adverse weather conditions over the Bay of Biscay. These and other difficulties inherent in operating some of the aircraft, which have had considerable flying time to their credit, has curtailed our schedule for transport operations.

Secondly the need for training at the earliest possible moment the crews necessary to operate the C.87's as received.

I realize that you have many commitments for transport aircraft but would be very grateful if you could let me know as soon as possible what the chances are of an earlier delivery of one or two C-87's and approximately when this might be done.

Yours sincerely,

(S)
G. V. Walsh
Air Vice Marshal
Air Member, Canadian Joint Staff.

Commanding General,
U. S. Army Air Forces,
Room 3 E 1007, Pentagon Building,
Washington, D. C.

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DOD Dir. 5 Jan. 6, 25 June 1974
By [illegible], NARS, Date 10-7-76

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AFAEP
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71172
wtm: 16 May 44

18 MAY 1944

Air Vice Marshal G. V. Walsh, R.C.A.F.,
Air Member, Canadian Joint Staff,
2002 S Street, N. W.,
Washington 8, D. C.

Dear Air Vice Marshal Walsh:

Your letter of 9 May 1944 requesting early delivery of one or two C-87 airplanes has been received and the problem has been studied.

Four-engine transport airplane production has not been up to anticipated expectations of three or four months ago, and this has seriously interfered with our tonnage commitments to the various theaters.

The whole subject of the allocation of aircraft during the second half of this year is now being reviewed and, until a final decision is reached on this subject, I am not in a position to make any commitment regarding those aircraft tentatively allocated last January for delivery during the second six months of 1944.

I regret that I am not able to accede to your request at this time, but you may be assured that every effort will be made to assist the Canadian Government in their air transport problem.

Yours sincerely,

Signed

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

DISPATCHED
18 MAY 1944
AAG

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CANADIAN JOINT STAFF
WASHINGTON

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Per [illegible] Date 10/1/75

May 9th, 1944.

Attn: Major General B. M. Giles

Dear General Giles:

I have received instructions from the Chief of the Air Staff, Royal Canadian Air Force to request your favourable consideration of an early delivery of one or two C.87 aircraft, tentatively assigned to us for delivery in July of this year.

Our reasons for the request are twofold:

Firstly, we have had considerable maintenance difficulties with the B.17's which you so kindly furnished us at very short notice at the end of last year. We lost one of the B.17's recently in a crash when taking off and one badly damaged during a head-on collision at midnight under adverse weather conditions over the Bay of Biscay. These and other difficulties inherent in operating some of the aircraft, which have had considerable flying time to their credit, has curtailed our schedule for transport operations.

Secondly the need for training at the earliest possible moment the crews necessary to operate the C.87's as received.

I realise that you have many commitments for transport aircraft but would be very grateful if you could let me know as soon as possible what the chances are of an earlier delivery of one or two C-87's and approximately when this might be done.

Yours sincerely,

(S)
G. V. Walsh
Air Vice Marshal
Air Member, Canadian Joint Staff.

Commanding General,
U. S. Army Air Forces,
Room 3 E 1007, Pentagon Building,
Washington, D. C.

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by Sec. 1.3, EO June 1974
Sec. Def. DC, Date 10-7-76

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Canadian Request for Early Delivery of C-97 Airplanes.

Chief of the Air Staff

16 May 1954

AFAS Plans

1

[redacted] 72172

Attached draft of letter prepared for General Giles' signature in reply to letter above subject 9 May 1954 from Air Vice Marshal C. V. Welch, Air Member, Canadian Joint Staff.

C. C. [redacted]
Brigadier General, U. S. A.,
Chief, Logistical Plans Division.

Incl -
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AFPWP-3
JLB/GHP/mb/2798
22 December 1943

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File: MS. 33-2-6 (APCS)

Air Vice Marshal G. V. Walsh
Air Member, Canadian Joint Staff
2222 S Street, N. W.
Washington, D. C.

My dear Air Vice Marshal Walsh:

I have received your letter of 14 December 1943, with reference to the employment of United States Army Air Forces planes for the transporting of mail to the Canadian Armed Forces in Europe and the Mediterranean Area.

It was a pleasure to make the aircraft available to our Canadian neighbors. Such an occasion as this is always welcomed by the Army Air Forces as an opportunity to seal more firmly the bonds of friendship and cooperation between our countries in our united efforts towards victory.

Your letter, which has been made a part of the official records of the military personnel concerned, is appreciated.

Sincerely,

signed

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

Dispatched
25 DEC 1943
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Air Member,
Canadian Joint Staff,
[redacted] Street, N. W.,
Washington, D. C.

Our File: [redacted]-3-6 (AFOS)

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CANADIAN JOINT STAFF
WASHINGTON

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December 14th, 1943.

Dear General Giles:

Four of the six B-17 aircraft which the U.S.A.A.F. so generously made available to the Royal Canadian Air Force for the transportation of mail to the Canadian Armed Forces in Europe and the Mediterranean Area, have arrived in Canada and the remaining two which required certain minor repairs are expected on or about the 15th of December.

I would like to take this opportunity of expressing gratitude both to General Arnold and yourself on behalf of the Minister of National Defence for Air, and of the Chief of the Air Staff, Royal Canadian Air Force, and my own appreciation of the despatch with which these aircraft were delivered to Canada.

May I also ask you to convey the appreciation of the Royal Canadian Air Force to all officers and other personnel of the Army Air Forces who were responsible for carrying out your instructions in this matter, in particular, the following officers with whom I and members of my staff came in contact in connection with the transfer of these aircraft to Canada.

Brigadier General O. C. Jamison and
Major V. H. Burgoyne, of the Staff of
the Assistant Chief of Air Staff, Plans.

Lieutenant Colonel Alan M. Gallotly,
Major P.C. Ward and
Major G. H. Diethelm, of the Office of
the Assistant Chief of Air Staff, M.M.AD.

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I would also like to mention the help of the staff of the Material and Air Service Commands at Wright and Patterson Fields who contributed their share in expediting the despatch of these aircraft, but whose names are not at present available to me.

Yours sincerely,

/s/ (G.V. Walsh)
(G.V. Walsh)
Air Vice Marshal
Air Member, Canadian Joint Staff.

Major General B.M. Giles,
Chief of the Air Staff, U.S.A.A.F.,
Room 3E 1007, Pentagon Building,
Washington, D.C.

A TRUE COPY
Gloria Miller-Potter
GLORIA MILLER-POTTER
1st Lt., WAC

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By [illegible] NLC Date 10-9-76

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AFPMP-3
JLB/GMP/mb/2798
22 December 1943

25 DEC 1943

SUBJECT: Commendation

TO: Assistant Chief of Air Staff, Plans
Headquarters, Army Air Forces
Washington 25, D. C.

1. I have recently received a letter from Air Vice Marshal G. V. Walsh, Air Member, Canadian Joint Staff, in recognition of the despatch with which aircraft of the Army Air Forces were transferred to Canada for use in transporting mail to the Canadian Armed Forces in Europe and the Mediterranean Area.

2. In expressing the gratitude of the Royal Canadian Air Force, Air Vice Marshal Walsh made particular reference to Brigadier General G. C. Jamison and Major W. M. Burgoyne, who assisted so efficiently in carrying out instructions relevant to the delivery of these aircraft.

3. I am greatly pleased to receive such a letter, and I desire to add my expression of commendation for such excellent performance of duty in an important assignment.

4. It is desired that this commendation be brought to the attention of the military personnel concerned.

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

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By [illegible] NLC Date 10-1-76

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AFPMP-3
JLB/GMP/mb/2798
22 December 1943

File: MS. 33-2-8 (APCS)

Air Vice Marshal G. V. Walsh
Air Member, Canadian Joint Staff
2222 S Street, N. W.
Washington, D. C.

My dear Air Vice Marshal Walsh:

I have received your letter of 14 December 1943, with reference to the employment of United States Army Air Forces planes for the transporting of mail to the Canadian Armed Forces in Europe and the Mediterranean Area.

It was a pleasure to make the aircraft available to our Canadian neighbors. Such an occasion as this is always welcomed by the Army Air Forces as an opportunity to seal more firmly the bonds of friendship and cooperation between our countries in our united efforts towards victory.

Your letter, which has been made a part of the official records of the military personnel concerned, is appreciated.

Sincerely,

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

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Air Member,
Canadian Joint Staff,
2222 I Street, N. W.,
Washington, D. C.

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Per JCS memo 2 Jan 75
By NSC, Date 8/27/76

CANADIAN JOINT STAFF
WASHINGTON

December 14th, 1943.

Dear General Giles:

Four of the six B-17 aircraft which the U.S.A.A.F. so generously made available to the Royal Canadian Air Force for the transportation of mail to the Canadian Armed Forces in Europe and the Mediterranean Area, have arrived in Canada and the remaining two which required certain minor repairs are expected on or about the 15th of December.

I would like to take this opportunity of expressing gratitude both to General Arnold and yourself on behalf of the Minister of National Defence for Air, and of the Chief of the Air Staff, Royal Canadian Air Force, and my own appreciation of the despatch with which these aircraft were delivered to Canada.

May I also ask you to convey the appreciation of the Royal Canadian Air Force to all officers and other personnel of the Army Air Forces who were responsible for carrying out your instructions in this matter, in particular, the following officers with whom I and members of my staff came in contact in connection with the transfer of these aircraft to Canada.

Brigadier General G. C. Jamison and
Major W. M. Burgoyne, of the Staff of
the Assistant Chief of Air Staff, Plans.

Lieutenant Colonel Alan M. Galletly,
Major P.C. Ward and
Major G. E. Diethelm, of the Office of
the Assistant Chief of Air Staff, M.M.&D.

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I would also like to mention the help of the staff of the Materiel and Air Service Commands at Wright and Patterson Fields who contributed their share in expediting the despatch of these aircraft, but whose names are not at present available to me.

Yours sincerely,

/s/ (G.V. Walsh)
(G.V. Walsh)
Air Vice Marshal
Air Member, Canadian Joint Staff.

Major General B.M. Giles,
Chief of the Air Staff, U.S.A.A.F.,
Room 3E 1007, Pentagon Building,
Washington, D.C.

A TRUE COPY
Gloria Miller-Potter
GLORIA MILLER-POTTER
1st Lt., WAC

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By [illegible] Date 10-7-74

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Letter to Air Vice Marshal G. V. Walsh

Chief of the Air Staff

16 DEC 1943
wtn: 16 Dec 43
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RMS:mec 71127

AGAS Plans

Attached draft of letter prepared for General Giles' signature.

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

Incl -
drft ltr pre'd Gen Giles' sign.

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wtn: 16 Dec 43

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18 DEC 1943

Air Vice Marshal G. V. Walsh
Air Member Canadian Joint Staff
2222 S. Street, N. W.
Washington, D. C.

Dear Air Vice Marshal Walsh:

This is to acknowledge receipt of your letter of 14 December 1943 pertaining to adjustments you desire to be incorporated in your request for aircraft for 1944.

We are now reviewing the aircraft requirements of all United Nations and are unable at this time to give you a definite answer as to exactly what we will be able to do to satisfy your requests.

Yours sincerely,

[illegible]

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

Dispatched
15 DEC 1943
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COPY TO: GEN GILES' OFFICE

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CANADIAN JOINT STAFF
WASHINGTON

~~SECRET~~

Our File: MS.31-2-1 (APCS)

DECLASSIFIED
Per
Date:

December 14th, 1943

Dear General Giles:

Further to my letter of November 9th to General Arnold and our conversation on Friday December 11th, and to earlier conversations between General Jamison and Air Commodore Tackaberry, I am attaching hereto a table showing the sum total of our original requirements, the offers made by you to meet them, and suggestions for further adjustments, and a table of desired monthly deliveries, which would more closely approach our more urgent requirements.

I would be grateful if you could let me know as soon as possible exactly how far you will be able to go towards meeting these urgent needs or if you cannot make any firm promises, a tentative indication of what we might reasonably expect.

Yours sincerely,

(S)
(G.V. Walsh)
Air Vice Marshal
Air Member, Canadian Joint Staff.

ENCL.

Major General B. M. Giles,
Chief of the Air Staff, U.S.A.A.F.,
Room 3E 1007, Pentagon Building,
Washington, D. C.

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TYPE OF SQUADRON	TYPE OF AIRCRAFT	NO. OF SQUADRONS	NO. OF A/C REQUESTED	NO. OF A/C OFFERED BY U.S.A.A.F.	ADJUSTMENTS DESIRED	COMMENTS
Heavy Bomber 4-Engine	B-24 VLR	2	42	33	36	The figure 36 includes unit equipment for one additional sqdn and attrition for two. The additional 3 aircraft are most essential for advanced attrition as all aircraft must pass through a modification centre involving a probable delay of two months before reaching the unit. In view of the proximity of modification centres and general demand the loss of pipeline must be accepted.
Heavy Transport 4-engine	C-54 or C-87	2	36	6 (a)	18 (a)	In view of the world wide demand for 4-engine transports it has been decided to postpone equipment of a second 4-engine transport squadron but the additional 12 are desired to bring the existing transport squadron up to strength. Failing availability of C-54's or C-87's we would be willing to accept converted B-17F's.
Medium Transport 2-engine	C-47	2	23	23		Satisfactory.
Utility Transport 2-engine	UC-45	2	25	25		Satisfactory.
Utility Transport 2-engine	UC-64		11	11		Satisfactory.

(a) 6 B-17's delivered in 1943.

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By NLC Date 16-4-7

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wtn: 10 Dec 43

18 DEC 1943

Air Vice Marshal G. V. Walsh
Air Member, Canadian Joint Staff
2222 S Street, N. W.
Washington, D. C.

Dear Air Vice Marshal Walsh:

This is to acknowledge your letter of 9 November 1943 in which you request that your aircraft requirements for 1944 be considered in the November review.

Preliminary conferences are now in process and in each instance your requirements have been considered.

Yours sincerely,

Signed

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

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Y TO: GEN ARNOLD'S OFFC

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4th AIRCRAFT - MONTHLY DELIVERY SCHEDULE

TYPE OF AIRCRAFT	TOTAL REQUESTS REVISED	J	F	M	A	M	J	J	A	S	O	N	D	REMARKS
B-24 VLR	36	3	3	2		6	6	4	4	3	3	2		Advanced attrition of 3 included in 1st 3 months. Heavier deliveries starting in May to permit formation of 2nd sqdn. 6 B-17's delivered in 1943.
C-87 or B-17	18				2	2	2	2	2	2				
C-47	23	4	4	4	4	4	2		1	1	1	1	1	
UC-45	25	8	8	2	2					2	2	1		
UC-64	11	4	4							1	1	1		
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File No. S.31-2-1 (AFCS)

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CANADIAN JOINT STAFF
WASHINGTON

[redacted]

DECLASSIFIED
For
By LCI Date

November 9th, 1943.

Dear General Arnold:

It is understood that in the near future the aircraft allocations for the first six months of 1944 from U.S. production contained in C.C.S. 283/1 dated July 29th, 1943, approved at the 104th meeting of the C.C.O.S. on July 30th, 1943, will be reviewed in the light of the present production situation and reshceduled along with projected allocations for the last six months of 1944.

The R.C.A.F. has estimated aircraft requirements from U.S. production for 1944 in accordance with recently revised air defence plans for Canada and I have been directed by the Chief of the Air Staff to submit these requirements, which are shown in the attached Schedule "A", to you for consideration along with the requirements of other Governments of the United Nations.

It will be noticed that the R.C.A.F. will not now require any fighter aircraft from U.S. production during 1944. You were informed of this change in our fighter aircraft programme in my letter S.31-2-1, V.II, (AFCS) of October 19th, 1943. 8 SBW aircraft allocated under C.C.S. 283/1 from U.S. financed production in Canada also will be no longer required and have been omitted from our scheduled requirements from U.S. production.

B-24 (VLR) and PV-1 aircraft have been requested on the basis outlined in my letter S.31-2-1 (AFCS) of August 7th, 1943, namely B-24 aircraft sufficient for the equipment of a second VLR Squadron and the maintenance of two squadrons operating this type in the North Atlantic. The equipment of a second VLR Squadron, as explained in my letter of August 7th, 1943, will enable the R.C.A.F. to limit its request for PV-1 aircraft to the quantities given in my letter of August 7th, 1943, which appear to be the maximum number available to Canada from the limited production of this type.

You will notice that provision has been made in the attached schedule for four engine transport aircraft for the equipment of two heavy transport squadrons, notwithstanding the fact that no allocations of this type were possible to Canada at the time C.C.S. 283/1 was considered by the C.C.O.S. It is hoped that the production situation during 1944 will permit of the allocation at this time of the relatively small requirements of the R.C.A.F. of this type. C.54 aircraft would be preferred but C.87 has been shown in the R.C.A.F. scheduled requirements as an alternative. The six

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B-17 aircraft offered to the R.C.A.F. in your letter of October 27th and accepted in my letter S.31-2-1 of November 6th, 1943, will, of course, be applied against our request for four engine transport for 1944.

R.C.A.F. requirements for squadrons at present equipped with C.47 and C.60 have been combined in our schedule because it is understood that the C.60 will go out of production at the end of the current calendar year. C.47 aircraft have been specified for squadrons at present equipped with these two types.

The R.C.A.F. will require certain additional transport aircraft for communication units of the Combined Training Organization in Canada. Since Great Britain participates in this training organization and, in accordance with the existing training agreement between the U.K. and Canada, the Government of the U. K. contributes equipment as a material part of its share of the cost of training in Canada, the additional aircraft requirements referred to are being forwarded to the Royal Air Force Delegation for inclusion with British aircraft requirements. Appendix "B" attached is a copy of the requirements schedule submitted to the Royal Air Force Delegation.

Should the transport aircraft required for the Combined Training Organization in Canada not be included with the British requirements they will have to be added to those contained in Schedule "A" attached.

Yours sincerely,

(S)
(G. V. Walsh)
Air Vice Marshal
Air Member, Canadian Joint Staff.

General H. H. Arnold
Commanding General U. S.A.A.F.,
Room 3E 1009 Pentagon Building,
Washington, D. C.

Note: Gen Kuter
for action and
prep reply
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DOD Dir. 5
6 Jan. & 20 June 1974
By [illegible] NC, Date 10-7-76

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R.C.A.F. Component of British Tiger Force

General Jamison

8/3/45

General Baker

1

ICE/ca/3373

Attention is invited to the inclosed letter from Air Vice Marshal Walsh. Please contact him in my absence and handle his request in accordance with existing regulations.

Signed

1 Incl
Ltr fr AVM Walsh

IRA C. EAKER
Lieutenant General, U. S. A.
Deputy Commander, A. A. F.

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4 AUG 1944

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DOD Dirs.
8 Sep. & 20 June 1974
By [illegible] NARS, Date 10-7-74

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71127
wha: 5 June 1945

6 JUN 1945

Air Vice Marshal G. V. Walsh
Air Member, Canadian Joint Staff
2450 S Street, N. W.
Washington 8, D. C.

Dear Air Vice Marshal Walsh:

This is in reply to your letter of 28 May 1945 which sets forth certain Canadian projects requiring equipment and materials from U. S. production and requests action on Lend-Lease requisitions filed with the Army Air Forces to support these projects.

Lend-Lease requisitions filed with the Army Air Forces are referred to the Munitions Assignments Committee (Air) for processing and submission of recommendations to the Munitions Assignments Board for final assignment action. The requisitions, about which you are presently concerned, are now before the Committee and have been tabled pending receipt of War Department policy governing Lend-Lease assignments after the defeat of Germany.

This headquarters has recently received War Department instructions relative Canadian end-use requisitions which will permit the Air Forces members on the Munitions Assignments Committee (Air) to recommend favorable action on Canadian requisitions now pending.

It is greatly regretted that you should have been caused any concern in this matter particularly since Canadian Lend-Lease transactions are all on a cash basis. You may be assured that the delay was unavoidable and the minimum required to obtain necessary clearances from the War Department.

Yours sincerely,

Sig...

IRA C. EAKER,
Lieutenant General, U. S. A.,
Deputy Commander, Army Air Forces.

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6 JUN 1945
AFSAC

COPY TO: SEC/Air Staff

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CANADIAN JOINT STAFF
Washington

DECLASSIFIED
Per
Date

May 28th, 1945.

Dear General Baker:

With reference to our conversation of last week, I mentioned to you that I had been given to understand that all our requisitions for war equipment and supplies from the United States will not be honoured and-a until it can be conclusively shown that this material will contribute directly to the defeat of Japan and that as the United States authorities have not yet any official notification of the extent of the Royal Canadian Air Force participation they are not in a position to judge whether in their opinion this equipment is essential.

Although, it has been officially declared that the R.C.A.F. is to participate in conjunction with the Royal Air Force in the Pacific the completion of the plans is still under discussion. Apart from the R.C.A.F. forces participating directly in operations against the Japanese there is a very vital need for the continuation of our purchasing American equipment to meet other essential commitments. For example the Northwest Air Route, the maintenance of essential services in Eastern Canada, the servicing of our forces remaining in Europe and the continuation of training of our personnel in Canada. Our major projects for which clearance of requisitions is required are outlined below and some of them are intimately connected with the maintenance of facilities for the U.S A.A.F. The projects are as follows:

(a) The Northwest Staging Route

The facilities on this route have been paid for almost entirely by Canada and have been placed at the disposal of the United States Forces. R.C.A.F. maintenance and control of the route, as provided for in the 32nd Recommendation of the Permanent Joint Board on Defence, requires the employment of considerable numbers of transport aircraft, the provision of spares, radio equipment, and equipment used in the maintenance of airfields and in the servicing of aircraft. The United States has been moving large numbers of combat and transport aircraft over this route and, although the future intentions of the United States with respect to the use of the route have not been made known here, it may be anticipated that their operations will continue on the present scale or even increase. Canadian equipment requirements on the route are therefore essential if the United States operations are to continue.

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(b) Atlantic Coast facilities

The important bases at Goose and Gander, provided, maintained and operated by Canada, have been used extensively by the United States Forces. In a memorandum dated 14th May from General Maury to the United States Military Attache, Ottawa, a copy of which is attached, there is a statement by the Assistant Chief of Staff, Operations Division, U.S. A.A.F., to the effect that the United States War Department desires that Canada continue to provide during the next year the facilities and services contributing to operation of the North Atlantic air routes. In this regard, it is understood that the United States expects a heavy flow of bomber and transport aircraft fro Europe to the United States by way of Gander and Goose. A continued supply of transport aircraft, spares and other equipment must, therefore, be assured to the R.C.A.F. if Canada is to provide the services and facilities required for United States operations. There is also the factor that R.C.A.F. anti-submarine operations must continue at a reduced scale until all enemy submarines in the Atlantic have been accounted for.

(c) Photographic Aircraft, Spares and Camera Equipment

About the time the United States entered the war, the U.S.A.A.F. undertook to prepare air navigation charts of large areas in Northwest and Northeast Canada. This involved an extensive program of aerial photography. References to this work may be found in the Journal of the Permanent Joint Board on Defence of July 29th, 1941 and April 27th, 1942. At that time, Canada was not in a position to undertake this work. Later, Canada took over this project and the United States agreed to release Mitchell aircraft to the R.C.A.F. with which to carry out the photographic surveys. The surveys involved the photography of thousands of square miles at high altitudes by the trimetrogram method and copies of all photographs are made available to the United States. Thus, the present R.C.A.F. program of aerial photography, and the resultant production of air navigation charts, is a direct contribution to United States operations through Northwestern and Northeastern Canada and Labrador. Obviously, the continued provisioning of Mitchell aircraft spares and parts, and camera equipment is essential if this important project is to be continued.

(d) Occupation Force

Canada has undertaken to provide eleven squadrons for the occupation of Germany and this must be regarded as a Canadian commitment under Phase II. Three of the eleven squadrons are equipped with Dakotas. This involves not only the provisioning of aircraft, aircraft spares and equipment, but also the maintenance of air communications between Canada and Europe to carry mails, urgent supplies, and to facilitate an exchange of personnel. At present, the R.C.A.F. trans-Atlantic service is being flown with converted Liberators and Fortresses, and this gives rise to a vital requirement in the way of aircraft, spares, and accessories.

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(e) Transport Aircraft - Pacific Operations

In the preceding paragraph reference was made to the transport by air of mails and urgent supplies from Canada to Canadian forces in the European Theatre. A similar commitment has arisen in connection with Canadian participation in the war against Japan, and to meet this the R.C.A.F. is already obligated to the Canadian Army and Navy, as well as to the R.C.A.F. units involved, to operate a trans-Pacific service using Liberator aircraft. As a result of this essential service for our forces, requirements in the way of aircraft, spares and equipment will arise and must be met.

(f) Operational Training

Although the RCAF contribution in the Pacific War has not yet been clearly defined, due to the fact that the RAF and the USAAF have not decided on the operational bases to be used, it will be evident that the operational training of aircrew who will be assigned to RCAF units must be proceeded with at once. This will mean that the OTU requirements in the way of aircraft, spares, and equipment must be met. Consideration must also be given to the training of aircrew for coastal operations on the Pacific Coast of Canada and to the provisioning of aircraft, spares and equipment for units stationed there. In this regard it may be mentioned that the possibility of convoy escorts in certain Pacific waters cannot at present be excluded and, until the situation is more clearly defined, consideration will have to be given to the training of aircrew and the provision of aircraft for this role.

(g) C.54 Equipment

Present plans call for the employment in the Pacific Theatre of three RCAF long range transport squadrons equipped with C.54s. These aircraft are being manufactured in Canada but equipment and parts for them will have to be obtained from the United States. This is a direct requirement for the Pacific Theatre and the aircraft must be put into production if we are to meet our commitments.

I trust that you will do everything possible to clear this matter for us in order that our equisitions for these major items may be put back on their original basis. We will in every instance indicate in our requisitions the project for which the material is required. Further we are called upon at times to obtain air assignment of items for the Canadian Army and Navy and in these instances we will obtain from them full explanation for their needs before placing them before the assignment board.

I think you will appreciate that the situation as it stands is causing us grave concern and I feel assured that the explanation given will help to clarify the situation.

Yours sincerely,

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G. V. Walsh
Air Vice Marshal
Canadian Joint Staff.

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DECLASSIFIED Per JCS memo 2 Jan 75 By [illegible] Date 12/2/76

PERMANENT JOINT BOARD ON DEFENCE
Washington 25, D. C.

14 May 1945

MEMORANDUM FOR THE U.S. MILITARY ATTACHE, AMERICAN EMBASSY
OTTAWA, ONTARIO, CANADA.

Subject: Canadian Commitments on the East Coast.
(Defence Responsibilities).

The following information has been received from the Assistant Chief of Staff, Operations Division, W.D.G.S.:

"1. Reference is made to your memorandum for the Assistant Chief of Staff, Operations Division, dated 9 May 1945, subject as above.

"2. With reference to request made by the Canadian Chiefs of Staff as to whether or not the United States would object to their recommending that all Canadian commitments on the East Coast be relieved of their operational defence role, with the exception of their submarine defence, as referred to above, it is recommended that you advise the Canadian Chiefs of Staff as follows:

"a. At the present time the War Department is taking action to materially reduce the number of units and personnel now assigned in Newfoundland which have been required previously for the defence of Newfoundland.

"b. The War Department interposes no objection to relieving the Canadians of their operational defence role on the East Coast, including Newfoundland, with the exception of the requirement for anti-submarine defence, which they state will be retained until all enemy submarines have been safely accounted for, and with the exception of the requirements indicated in c., below.

"c. The War Department requests, however, no removal or reduction of personnel and facilities contributing to the operation of North Atlantic air routes during the next year. Contributing to air operations are radio air navigation, airway traffic control, air sea rescue, air drome and weather.

"3. With reference to paragraph 2c, above, it is suggested that the entire problem be reviewed in detail jointly with the Canadians to determine the need for each specific facility or service enumerated therein."

GUY V. HENRY,
Major General, U. S. Army,
Senior U. S. Army Member.

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DOD Dirs.
5 Jan. & 30 June 1954
By CJCS Memo 14-73

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INITIALS

Equipment and Materials for Canadian Projects from U. S. Production

Chief of the Air Staff

5 June 1945

1

AC/AS Plans, Logistics Division

Gen Jamison/mcc 72187

Attached draft of reply to Air Vice Marshal G. V. Walsh of the Canadian Joint Staff prepared in reply to his letter to General Baker of 28 May 1945.

Signed

G. C. JAMISON,
Brigadier General, U.S.A.,
Chief, Logistics Division.

Incls -
Draft ltr as above;
Orig ltr w/incl frm
AVM Walsh dtd 28 May 45

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GOO ltrs
8 Jan. & 20 June 1974
By: CR/mt. LC. Date 10-7-76

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Status of Canadian Lend-Lease

General Powers 5/21/45

General Baker 1

Air Marshal Walsh came to see me just now to point out some of his difficulties. He had been advised by the Munitions Assignment Board that their requisitions were now held up while the whole subject of lend-lease is being studied. Air Marshal Walsh points to the following:

a. They do not get much of their material by lend-lease, but by direct purchase.

b. They will be unable to certify that much of the equipment covered by their requisitions is going directly to the Japanese war, since they have not yet been told definitely, and may not be told definitely for some time, what their contribution is to be in the Japanese war.

c. They now are using a large amount of American aircraft and equipment in schools, on airlines and in combat units. How are they to get the spare parts if they cannot buy them from us, since they have no aircraft industry manufacturing aircraft of this type.

Air Marshal Walsh has promised after he has seen Air Marshal Leckie in Ottawa the last of this week he will give us more information on this subject, but I think in the meantime you should be studying the problem so that we can give him a prompt answer.

I can see that their problem is different from the British problem, and I think we must study it and face it as a separate independent issue. When there is next opportunity, please talk to me about this.

Signed

IRA C. BAKER
Lieutenant General, U. S. A.
Deputy Commander, A. A. F.

DISPATCH
23 MAY 45
AFSA

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DOD ltr's
8 Jan. & 20 June 1974
By dlc-lmc NC, Date 10-7-76

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AFAEF-40
Captain Rutten;fb
74055 wtn. 7 May '45

MAY 18 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

SUBJECT: Canadian Aircraft Requirements for July - December 1945

DISCUSSION

1. Royal Canadian Air Force has requested aircraft for support of the following units July - December 1945 on the basis of either a one or two front war.

Units	Total U.E.	Deployment & Duty	Aircraft Requested
2 B-24 Sq.	36		
4 C-47 Sq.	44	Canada-Gen.Recon. & Anti-Sub	3
Misc. C-45 Units	22	Canada-European-Asiatic Trans.	3
		Canada & USA Trans. & Commun.	3

2. Above programs represent an increase of 4 aircraft in the total U.E. of the C-47 units and an increase of 3 aircraft in the total U.E. of the C-45 units above RCAF January - June 1945 programs on which allocations for the first six months of 1945 were made.

3. Using AAF planning factors, AAF computations indicate the following requirements by RCAF to support their requested program July - December 1945:

3—B-24
3—C-47
3—C-45

ACTION RECOMMENDED

It is recommended that the RCAF request for nine aircraft be approved and used as a basis for the submission of a memorandum by the Commanding General, Army Air Forces to the Joint Chiefs of Staff setting forth the proposed allocations to the RCAF for the period July - December 1945, this allocation not to be affected by termination of hostilities in Europe.

5/15/45
approved
JCS
Lt Gen USA
Cof CS

LAURIS NORSTAD
Brigadier General, U.S.A.,
Assistant Chief of Air Staff, Plans.

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file

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Air Member,
Canadian Joint Staff,
2222 S Street, N.W.
Washington, D.C.

Our File: S.31-2-1 (AFCS)

U.S. [redacted]
CAN. [redacted]

CANADIAN JOINT STAFF
WASHINGTON

DECLASSIFIED
DECLASS: ...

October 23rd, 1943.

Dear General Giles:

I am enclosing herewith an extra copy of a letter addressed to General Arnold in case you may need it.

Yours sincerely,

(G.V. Walsh)
Air Vice Marshal
Air Member, Canadian Joint Staff.

Encl/1

Major General B.M. Giles,
Chief of the Air Staff, U.S.A.A.F.,
Room 3E 1007, Pentagon Building,
Arlington, Va.

AAG 452.1 Canada (16)

File cc 10/30/43

AAG 452.1 Canada (16)

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Air Member,
Canadian Joint Staff,
2222 S Street, N.W.
Washington, D.C.

File No. S.51-S-1 (APCS)

October 22nd, 1943.

Dear General Arnold:

Confirming my conversation with Major General Giles on Monday October 18th, concerning the urgent and immediate need of the Royal Canadian Air Force for six 4-engine transport aircraft of the C.54 or C.87 type, the Minister of National Defence for Air, The Honourable Mr. C.G. Power, and the Chief of the Air Staff, Air Marshal L.S. Breadner, have instructed me to place this matter before you at the earliest possible moment.

As you are no doubt aware we had requested the assignment of 4-engine transport aircraft as early as August 1942 but owing to the urgent and pressing demand in other theatres no assignment has been made to us to date.

The immediate requirement for the six aircraft referred to is for the purpose of transporting mail to all Canadian forces overseas, in the interests of morale, and the transport of highly important service officers and government officials and urgently required supplies.

As you can well appreciate, delivery of mail to our Air, Naval and Military forces which are located overseas in theatres of action extending from the United Kingdom to the Mediterranean and to India, is a great factor in keeping up their morale and that of their relatives at home in Canada. Owing to the fact that they are so widely scattered their contacts with home and things Canadian is by no means direct and delays of weeks and even months in the delivery of Canadian mails are occurring under these conditions. The Commanders-in-Chief of the Canadian Army and Royal Canadian Air Force overseas have advised that the morale of their personnel was suffering severely by lack of mail facilities, as also their kin in Canada.

At the present time there are some twenty thousand bags of letter mail in Canada awaiting shipment overseas and, with the approach of the Christmas mail deadline date, this huge backlog of mail will increase. Every effort has been made to relieve this situation but shipping space is not available.

Naturally the Canadian Government and the heads of the three services view this situation with the gravest concern. The Honourable Mr. Power has indicated that he feels the need for these aircraft, which would, of course, be operated entirely by the R.C.A.F. for the Air, Naval and Military forces, to be so important a factor in the maintenance of morale that either or both he and Air Marshal Breadner are prepared to visit Washington to present the case to you in person. On the other hand, as a Minister of the Dominion Cabinet, Mr. Power does not wish, by his presence in the United States, to embarrass in any way the U.S. Military authorities responsible for the allocation of aircraft, realising that his request must be considered in

General H.H. Arnold

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the light of world-wide military needs. I trust however that Canada's immediate and urgent need justifies the allocation now requested of either six C.54's or six C.87's.

We are most appreciative of the assistance and help we have received from you in the past, particularly in regard to furnishing us with four Liberators at extremely short notice. We, in our turn, are anxious to cooperate and assist you in your task. In view of recent consideration of the defence needs in Canada, we have cut down the number of squadrons for home defence and are, therefore not making any bid for fighters from U.S. production in 1944. I will be forwarding you a separate letter concerning this particular matter.

Yours sincerely,

(G.V. Walsh)
Air Vice Marshal
Air Member, Canadian Joint Staff.

General H.H. Arnold,
Commanding General U.S.A.A.F.
Room 3E 1065, Pentagon Building,
Arlington, Virginia.

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DOD Dirs.
E Jan. & 30 June, 1974
By [illegible] NARS, Date 10-7-76

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Request for Long Range Aircraft.

1.	General Arnold	Colonel Harper	1942 12/22	For preparation of reply for my signature.

H. H. A.

Incl:
Ltr. to Gen. Arnold 12/18/42
from Air Marshal Walsh.

2.	A-3	General Arnold	1943 1/7	[illegible] 6701

1. Draft of reply directed above is forwarded herewith for signature.

2. For your information there is attached (Inclosure 1) a list showing the whereabouts of all LB-30's in the Army Air Forces.

2 Incls: #1-List
#2-Draft of Reply.

ROBERT W. HARPER
Colonel, G. S. C.

Reply Out 1/8

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AFACT
Major Burt
Ext. 6701
ek

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans, AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind Tr.
Tech. S.
Comm.
Weather
Tradic
Photo. M&C
Tech. Insp.
Pub. Rel.
Di. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Msmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

JAN 23 1943 1/13/43

Air Vice Marshal G. V. Walsh,
Air Member, Canadian Joint Staff,
1771 N. Street, N. W.,
Washington, D. C.

Dear Air Vice Marshal Walsh:

Your letter of January fifth has been referred to me and I believe that I can safely assume that you have received General Arnold's letter of the eighth which was written in reply to your previous letter.

The matter of our overall combined effort to combat the submarine menace and the part in the effort each air force (and naval force) can most efficiently perform have been made the subject of study by a special C.C.O.S. sub-committee under a directive issued by the Combined Staff Planners (C.P.S. 56/D).

Study on the matter is underway at this time and you will be advised of decisions affecting the Royal Canadian Air Force which, I trust, will comply with the request contained in your letter of the fifth.

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

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CANADIAN JOINT STAFF

WASHINGTON

Air Member's office,
1771 N Street, N. W.

5 January, 1943

DECLASSIFIED
DNC Date

Dear General Arnold:

With reference to my letter, file S.JI-2-1, dated December 18, 1942, dealing with the requirements of long range aircraft for anti-submarine operations in the North Atlantic. Further advice, pointing out the urgency for these aircraft has now been received from Air Force Headquarters, Ottawa, and as I have not had a reply to my previous letter, this additional information is placed before you to assist in your deliberations and to emphasize the necessity of reaching a solution of the operational problem involved.

I have copies of signals received by the Prime Minister of Canada from the Prime Minister of Great Britain during December, in which Mr. Churchill pointed out the vital need for air patrol of the Gap of approximately 250 nautical miles west of mid-ocean, which is not now given air protection, and asking whether Canada could supply the necessary bases, crews, and aircraft to undertake this important task. The Prime Minister of Canada replied to Mr. Churchill to the effect that the R.C.A.F. has the bases and trained crews immediately available, but could not supply the long range aircraft, and asked that they be made available from the United Kingdom. To this the British Prime Minister replied that the United Kingdom were regretfully unable to supply suitable aircraft, as the number of these they had available was insufficient to permit any to be based permanently in the Western Atlantic area.

Air protection of shipping in the North Atlantic is a problem which vitally concerns the United Nations, particularly the United States, Canada, Great Britain, Russia. In this respect, Canada is most willing to accept her share, and therefore has made application for the allocation of long range Liberator aircraft for this particular purpose.

Operating bases in the Canadian coastal zone are best suited strategically for the air protection of shipping to the west of mid-ocean. Such bases and facilities now exist. Moreover, trained Canadian crews are available and are even now engaged

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in this work extending as far as the performance of present equipment will permit; viz., long. 45-40 W. at a maximum.

As advised in my previous letter, we are now using PBY and Digby aircraft for Atlantic patrol work. The R.C.A.F. originally intended to re-equip the existing Digby squadron with PBY Flying Boats from Canadian production. If Liberator aircraft can be made available from U. S. sources to do this patrol work, the PBY Flying Boats, intended for this squadron, could be used either to accelerate the re-equipment of other existing units, or alternatively, if the United States are in urgent need of additional flying boats, they might be diverted for that purpose.

As indicated in my previous letter, Air Force Headquarters have asked whether fifteen (15) Liberator LB.30 aircraft with sufficient maintenance coverage could be made available. It is considered that this coverage should be based on normal attrition for aircraft employed on this type of work, and it has been assumed that the percentages used in the R.C.A.F. programme at present under consideration would apply, viz., 25% of unit equipment for aircraft under repair, 1 0% of unit equipment for immediate attrition (2 months attrition held in the operational theater), 5% for pipeline (distribution) and attrition at the rate of 5% per month.

In view of the very pressing need, it would be gratefully appreciated if the matter could be referred to the C.C.O.S. at the earliest possible moment for discussion and consideration of our request.

In order that interested authorities may be kept fully informed of the situation, I am forwarding copies of this letter to Admiral Sir Percy Noble, Admiral McCain, Air Marshal Sir Douglas Evill and also to General Dean and Brigadier Dykes of the Secretariat.

Yours, sincerely,

/s/
(C. V. Walsh,)
Air Vice Marshal
Air Member Canadian Joint Staff

Lieutenant General H. H. Arnold,
Commanding General,
U. S. Army Air Forces,
Room 3E 1009, Pentagon Building,
Arlington, Virginia.

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DOD Dirs
8 Nov. & 20 June 1974
By [illegible] LC, Date 10-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

[redacted] DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Request for Long Range Aircraft - Canada

TO: Chief of the Air Staff

DATE 1/13/43

FROM: A-3, Assistant Chief of the Air Staff

COMMENT NO. 1

WRB/ek/6701

Attached hereto is reply to Air Vice Marshal Walsh's letter of January 5th, together with a copy of his letter of December 18, 1942 and copy of General Arnold's reply dated January 8, 1943.

ROBERT W. HARPER
Colonel, G. S. C.

Incls:
As listed above

TO: Air Adjutant General

DATE 1-22-43

FROM: Chief of the Air Staff

COMMENT NO. 2
WER:JT 5246

For dispatch.

Incls.
n/c

WILLIAM E. HALL,
Colonel, G. S. C.

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Auth: 3-1109 [illegible]
AMAS 452.1 Canada (10-8)

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DOD Dir. 5200.9
8 Jan. & 20 Nov 1994
By [illegible] NLC Date 10-1-96

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AFACT
WKBinc 6701

1/8/43

Air Vice Marshal A. T. Ralph
Air Member, Canadian Joint Staff
2450, 2 Sherbrook, S. W.
Washington, D. C.

My dear Ralph

I have gone over the problem raised in your letter of December, the eighteenth, and, while I am in sympathy with your desire to obtain postal channels for a bilaterally confidential pouch, I find that there are not RM-30's available in the Army Air Forces for assignment to the Royal Canadian Air Force.

In this regard, it is to be noted that our RM-30's are being actively utilized in patrol or transport activities all over the world at this time.

It is planned that the Army Air Forces' efforts to build up a striking force under the Anti-Submarine Command for counter-submarine action in conjunction with possible Canadian and British efforts will result in materially curtailing the operations of hostile submarines in the area of the enemy losses covered in your letter.

Sincerely yours,

H. H. ARNOLD
Lieutenant General, USA
Commanding General, Army Air Forces

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CANADIAN JOINT STAFF
WASHINGTON

December 18th 1942.

Air Member's Office,
1771 N Street, N.W.
Washington, D. C.

DECLASSIFIED
Per
OCS memo 2 Jan. 75
By: [illegible] Date 1/27/75

Dear General Arnold:

I have received instructions from Air Force Headquarters, Ottawa, to take up with you the matter of the immediate need for a number of long range aircraft to meet the submarine menace against merchant shipping, occurring in mid-ocean, between longitude 25 and 38 W.

The Admiralty, Air Ministry and the Royal Canadian Navy have been pressing the Royal Canadian Air Force to secure sufficient aircraft, with the endurance required to furnish convoy protection in this gap which is now unprotected. As you are aware, we have not aircraft capable of doing this, at the present time.

The mid-ocean meeting point is 850 nautical miles from Royal Air Force Coastal air bases in Northern Ireland and Eastern Air Command bases in Newfoundland. Operating from Botwood, during the past summer, a number of our Catalinas have undertaken convoy duties as far as 40 W and our Digbys (B.18A) of which we have only ten, operated from Gander during the same period, as far as 45 W. The Canso A's (PBY) are not capably of undertaking convoy patrols beyond 600 miles with any degree of assurance of returning to their base. Therefore, there is a gap of 250 miles on our side of the mid-ocean meeting point which cannot be covered.

Air Force Headquarters have asked if 15 Liberators LB .30 with sufficient attrition coverage, could be made available to the Royal Canadian Air Force to bridge this gap. It is understood that this type of aircraft is not now being used for combat operations in the U. S. Army Air Forces, as an improved type with armoured protection has replaced it.

As you are well aware we are considerably under strength in the unit equipment of our existing bomber reconnaissance (Patrol) squadrons and the situation will not improve until the first delivery of our medium range PVI's can be made which I am given to understand is not likely to be possible before February 1943. Our one Digby squadron is now operating on the East Coast within the limits of the endurance of its present aircraft and has been employed on anti-submarine, and convoy duties since its formation at the outbreak of war. Provided the Liberators can be made available it is planned to reallot the Digbys to other squadrons at present under strength.

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I would be very grateful if our request for these long range aircraft could be given early and favourable consideration to meet this urgent need.

Yours sincerely,

(G. V. Walsh)
Air Vice Marshal,
Air Member, Canadian Joint Staff.

Lieutenant General H. H. Arnold,
Commanding General U.S.A.A.F.
Room 3 E 1009, Pentagon Building,
Arlington, Va.

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DOD Dir. 5200.9
Sec. 4 & 20 June 1974
By Chief, SC, Dec. 10-7-76

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TO: Air Adjutant General

DATE 1-22-43

FROM: Chief of the Air Staff

COMMENT NO. 2
WDH:JF 5246

For dispatch.

Encls.
n/c

WILLIAM H. HALL,
Colonel, G. S. C.

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(U.S. [redacted])
(BR. [redacted])

[redacted] S.31-2-1
S.33-2-17

A-3

CANADIAN JOINT STAFF
WASHINGTON

DECLASSIFIED
[illegible] 2 Jan. 75
[illegible] Date 2 Feb 76

Air Member's Office,
1771 N Street N.W.

5 January, 1943.

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Dear General Arnold:

(1) With reference to my letter, file S.31-2-1, dated December 18, 1942, dealing with the requirements of long range aircraft for anti-submarine operations in the North Atlantic. Further advice, pointing out the urgency for these aircraft has now been received from Air Force Headquarters, Ottawa, and as I have not had a reply to my previous letter, this additional information is placed before you to assist in your deliberations and to emphasize the necessity of reaching a solution of the operational problem involved.

(2) I have copies of signals received by the Prime Minister of Canada from the Prime Minister of Great Britain during December, in which Mr. Churchill pointed out the vital need for air patrol of the gap of approximately 250 nautical miles west of mid-ocean, which is not now given air protection, and asking whether Canada could supply the necessary bases, crews, and aircraft to undertake this important task. The Prime Minister of Canada replied to Mr. Churchill to the effect that the R.C.A.F. has the bases and trained crews immediately available, but could not supply the long range aircraft, and asked that they be made available from the United Kingdom. To this the British Prime Minister replied that the United Kingdom were regretfully unable to supply suitable aircraft, as the number of these they had available was insufficient to permit any to be based permanently in the Western Atlantic area.

(3) Air protection of shipping in the north Atlantic is a problem which vitally concerns the United Nations, particularly the United States, Canada, Great Britain, Russia. In this respect, Canada is most willing to accept her share, and therefore has made application for the allocation of long range Liberator aircraft for this particular purpose.

(4) Operating bases in the Canadian coastal zone are best suited strategically for the air protection of shipping to the west of mid-ocean. Such bases and facilities now exist. Moreover, trained Canadian crews are available and are even now engaged in this work extending as far as the performance of present equipment will permit; viz., long. 45-40 W. at a maximum.

(5) As advised in my previous letter, we are now using PBY and Digby aircraft for Atlantic patrol work. The R.C.A.F. originally intended to re-equip the existing Digby squadron with PBY Flying Boats from Canadian production. If Liberator aircraft can be made available from U.S. sources to do this patrol work, the PBY Flying Boats, intended for this squadron, could be used either to accelerate the re-equipment of other existing units, or alternatively, if the United States are in urgent need of additional flying boats, they might be diverted for that purpose.

(6) As indicated in my previous letter, Air Force Headquarters have asked whether fifteen (15) Liberator LB.30 aircraft with sufficient maintenance coverage could be made available. It is considered that this coverage should be based on normal attrition

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for aircraft employed on this type of work, and it has been assumed that the percentages used in the R.C.A.F. programme at present under consideration would apply, viz., 25% of unit equipment for aircraft under repair, 10% of unit equipment for immediate attrition (2 months attrition held in the operational theatre), 5% for pipeline (distribution) and attrition at the rate of 5% per month.

(G) In view of the very pressing need, it would be gratefully appreciated if the matter could be referred to the C.C.O.S. at the earliest possible moment for discussion and consideration of our request.

(F) In order that interested authorities may be kept fully informed of the situation, I am forwarding copies of this letter to Admiral Sir Percy Noble, Admiral McCain, Air Marshal Sir Douglas Evill and also to General Dean and Brigadier Dykes of the Secretariat.

Yours sincerely,

(G.V. Walsh),
Air Vice Marshal
Air Member Canadian Joint Staff

Lieutenant General H.H.Arnold,
Commanding General,
U.S. Army Air Forces,
Room 5E 1009, Pentagon Building,
Arlington, Virginia.

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Air AB 8321-1 Canada (C)

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8 Sep. & 20 June 1974
By [illegible] NARS, Date 10-7-76

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AFAEP - LP
WMB/hmh/71172
w/8-14-43

Canada

1 AUG 1943

Air Vice Marshal G. V. Walsh
Air Member Canadian Joint Staff
2922 S Street, N. W.
Washington, D. C.

Dear Air Vice Marshal Walsh:

In the absence of General Arnold, your letters of August 7 have been referred to me. Your requests for P-38 and P-51 aircraft for the R.C.A.F. have been forwarded to the Combined Munitions Board for consideration.

In view of the decisions made at the 104th meeting of the Combined Chiefs of Staff, I feel that these requirements should be noted by the Combined Chiefs of Staff and have forwarded them a copy of your letters for notation in order that these requests may be a part of the record and considered at the time of the November, 1943, review.

It is too early at this time to accurately forecast our production for 1944 for these types of aircraft and I feel that it is appropriate for us to review your request in November in the light of the then current requirements and production prospects.

Yours sincerely,

Signed

Dispatched
15 AUG 1943
AAG

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

cc: CCS Secretariat
MMB (Air)

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COPY FOR GEN. GILES

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File No. S.32-8-1 (AFOS)

CANADIAN JOINT STAFF

WASHINGTON

[redacted] DECLASSIFIED August 7, 1945

U. S. - [redacted]

DECLASSIFIED
Per
NN Authority: Date

Dear General Arnold:

With reference to C.C.S. 302/1 dated July 29th, 1945, Enclosure "B", and Minutes of the 204th Meeting of the Combined Chiefs of Staff dated July 30th, 1945, it is desired to re-open for consideration the possibility of allocating to the Royal Canadian Air Force sufficient P.38 aircraft to re-equip and maintain one squadron at present equipped with P.40's. By agreement made locally between the Commanding General, U.S. Forces in Alaska and the Air Officer Commanding Western Air Command, RCAF, one of the Canadian fighter squadrons is being withdrawn from Western Alaska and the remaining squadron is being increased to a strength equivalent to that of a U. S. squadron of the same type in this area. It is for this squadron remaining in the Aleutians that the [redacted] is requested.

Due to the extreme climatic conditions, mountainous terrain and vast expanses of open water over which these aircraft must operate, the P.38 is a much more suitable type than the single engine P.40 and, I believe, General Arnold is in agreement with this opinion.

The situation with respect to the supply of P.38 aircraft is fully realized. In view, however, of the importance of the Alaskan operations and the natural desire on the part of the Royal Canadian Air Force for its one representative squadron to be able to put forward an effort comparable with that of the United States' forces in the defense of the North American continent, your favourable consideration for the allocation of sufficient P.38 aircraft to equip and maintain the R.C.A.F. squadron in the Aleutians is solicited.

To this end, I have been directed by the Chief of the Air Staff to request an allocation of thirty-six (36) P.38 aircraft from 1944 production. If such allocation is possible, it will of course represent a corresponding reduction in the number of P.40 aircraft from 1944 allocations.

Yours sincerely,

(G. V. Walsh),
Air Vice Marshal
Air Member Canadian Joint Staff

General Henry H. Arnold,
Commanding General, U.S.A.A.F.,
Room 3E 1000 Pentagon Bldg.,
Arlington, Va.

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File No. S.35-0-37
S.35-0-1 (ATS)

CANADIAN JOINT STAFF

BRITISH - [redacted]

WASHINGTON

U.S. - [redacted]

DECLASSIFIED

August 7, 1943.

DECLASSIFIED
Per
By: [illegible] Date: [illegible]

Dear General Arnold:

With reference to C.C.S. 202/1 dated July 29th and the discussions on this paper at the C.C.S. 104th Meeting on July 30th, 1943, it is desired to re-open the question of supply of P.V.1 aircraft required by Canada for anti-submarine duties.

The plans of the Royal Canadian Air Force for 1943 and 1944 were originally formulated upon a request for the allocation of 288 P.V. 1 aircraft for the equipment and maintenance of nine squadrons employed on anti-submarine warfare. To this end, a requisition was originally raised with the U. S. Army Air Forces on September 1st, 1942, later cancelled and placed with the U. S. Navy on November 3rd, 1942.

In 1943, however, Canada was consigned only 187 P.V.1's from the requested allocation of 288, and was forced, therefore, to adjust her aircraft programme accordingly, in certain squadrons.

On the reasonable assumption that we might expect to receive in 1944 the difference, we placed our requirements for 1944 at 131 aircraft, but the number recommended for Canada in the Arnold-McCain Memorandum dated July 30th 1943 is only 42.

We have also recently been given to understand that there is a possibility of our original allocations for 1943 falling short to the extent of about 20 aircraft, therefore we are more likely to receive 167 than 187.

With this indicated shortage of 1943 deliveries and a further heavy curtailment in 1944, Canada is faced with the eventual disappearance of three squadrons now employed on this most important phase of air operations, as these squadrons will have to remain equipped with obsolescent and unsuitable types which are no longer being manufactured, unless some provision is made at this time for their re-equipment in 1944. In actual fact, the number recommended in the Arnold-McCain Memorandum will only be sufficient to maintain during 1944 the five squadrons being equipped this year. As you can well appreciate, this is viewed with some concern.

In view of the apparent shortage of P.V. 1 aircraft, as indicated by the proposed reduced allocations to Canada in 1944, and for the reasons which follow, I have been directed by the Chief of the Air Staff to request that favourable consideration be given to the provision of sufficient Liberator V.L.R. aircraft for the re-equipment of at least one of these A.S.W. squadrons. This would,

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to a great extent, alleviate the situation and permit the Royal Canadian Air Force to fulfill its obligations with respect to anti-submarine operations.

In support of our request I would refer to the plan whereby the U. S. anti-submarine air operations formerly carried out by the U. S. Army Air Forces are now being handed over, with the aircraft, to the United States Navy. Further that the U.S. Navy have recently decided to withdraw these V.L.R. aircraft from Gander air base in Newfoundland. In withdrawing these aircraft, the U.S. Navy indicate that in support of anti-submarine operations in the North Atlantic, they would readily reinforce Newfoundland again if necessary. This is appreciated, but it must be admitted that the North Atlantic operations are vastly different from those in more temperate climates, and although any reinforcement squadron, could if moved to Newfoundland, eventually fulfill the role, it would be considerable time before the squadron could be used effectively. The reasons for this are fairly obvious: knowledge of the coast, the procedure, climatic conditions and the necessity which has already arisen of diverting V.L.R. aircraft on anti-submarine operations to Iceland or the U.K. if meteorological conditions dictate. Actually the Royal Canadian Air Force V.L.R. squadron has already had several diversions to Iceland and the U.K., and has carried out sorties on the return journey. We have also at the present time 26 trained crews, fully qualified on Liberator aircraft and with considerable anti-submarine experience over the North Atlantic. More are being trained.

I have been directed by the Chief of the Air Staff to state that it is not intended that any Canadian V.L.R. squadrons are necessarily frozen in that area, and that we would always be prepared to shift V.L.R. squadrons to assist in combatting concentrations anywhere in the Atlantic, should in our opinion the strategical situation in the North Atlantic permit such transfer.

Appreciating the need for P.V.1 aircraft elsewhere, I am directed by the Chief of the Air Staff to state that he is most desirous of assurance that we will receive our full allocation for this year, that is 167 aircraft, which will permit us to re-equip one more PRV.1 squadron in 1944 and that the allocations already indicated in the Arnold-McNain agreement, that is 48, will be received, plus the additional aircraft (i.e. nine) to maintain this re-equipped P.V.1 squadron. Further that in addition to the 18 Liberator V.L.R. aircraft indicated as likely to be allocated in 1944, for the maintenance of our one V.L.R. squadron, that every possible consideration be given to the allocation to Canada of sufficient additional Liberator V.L.R. aircraft for the re-equipment and maintenance in 1944 of one L.R. squadron equipped at the present time with obsolescent type aircraft.

Yours sincerely,

/s/ Geo. V. Walsh
(G.V. Walsh), Air Vice-Marshal,
Air Member, Chn Joint Staff.

General Henry H. Arnold,
Commanding General, U. S. Army Air Forces
Room 3E 1000 Pentagon Bldg.,
Arlington, Va.

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DOD WHS
E.O. 12958, Sec. 3.6
By [illegible] NARA, Date 9-7-16

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AMH/bwm
AFDMC
A.M.HANSON
Major, A. C.
Room 4B935,
Ext. 6488
Feb. 13, 1942

FEB 20 1943

SUBJECT: Delay in Handling Inquiry from the Canadian Joint Staff.

TO: The Commanding General, Air Service Command, Patterson Field, Fairfield, Ohio.

1. The original file, of which the attached is a copy, was returned to this Headquarters by the Military Intelligence Service, inviting attention to the excessive delay in replying to the subject inquiry and pointing out its resultant diplomatic discourtesy to the Canadian Legation, as well as its obstructive effect on cooperation between the R.C.A.F. and the A.A.F.

2. It will be noted that the subject inquiry, dated November 27, 1942, was forwarded to this Headquarters by the Military Intelligence Service on November 30, 1942; that by second indorsement, dated December 14, 1942, it was forwarded by Headquarters, Air Service Command, Washington, D. C., to the Commanding General, Field Services, Air Service Command, Patterson Field, Ohio; and that reply was not made thereto until February 6, 1943. The substance of the reply would seem to indicate that it is one which could have and should have been made promptly.

3. It is directed that an investigation be made of reasons for the subject delay, that a report be made to this office thereon, and that appropriate action be taken to prevent such occurrences within your Command in the future.

By command of Lieutenant General ARNOLD:

Unattached
FEB 20 1943
AAG

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

Incl. 1.

Title 2/20/43

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8 Jun A 20 June 1974
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Ltr. C.A.S., 68-1-3, 11-27-42, 1st Ind. HQD, 905.1, 11-30-42, and 2nd Ind. AFASC-S, 12-14-42, subj: Standardized High Pressure Oxygen Installation in Aircraft.

470.72 3d Ind. ASCHS2

AAF HQ ASC Patterson Fld, Fairfield, O. February 6, 1943.

TO: Chief, Military Intelligence Service, War Department, Washington, D.C. ATTN: Lieut. Colonel. G.T. Jamerson, Foreign Liaison Branch.

1. Army Air Forces airplanes which are assigned to foreign Theaters of Operation have adapter, Army Air Force Drawing No. 42A6950 installed at the low pressure filler valve. This adapter is constructed to fit the low pressure filler valve and has British threads for connecting to the British equipment. Information regarding the system pressure is stenciled at the filler valve.

2. In view of the above, it is believed no difficulty in servicing Army low pressure oxygen systems will be encountered by Canadian Activities.

For the Commanding General:

/s/ Douglas R.Loomis
DOUGLAS R. LOOMIS
Captain, Air Corps.
Assistant, Maintenance Division.

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Air 29/553.1 Canada (2)

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DOD Dirs
8 Jan. & 20 June 1974
By [illegible] NARS, Date 10-1-74

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U. S. ~~CONFIDENTIAL~~ MR. [illegible]

MID 905-1 1st Ind. CSI/2b
MID, W.D. November 30, 1942. To: The Commanding General, Army Air Forces.

1. Request information upon which to base a reply.

For the Chief, Military Intelligence Service:

/s/ O.T. Jamerson
O. T. [illegible]
Lieutenant Colonel, G.S.C.
Foreign Liaison Branch

2nd Ind. (AFASC-O)

Army Air Forces, Headquarters, Air Service Command, Washington, D.C. December 14, 1942. TO: Commanding General, Field Services, Air Service Command, Patterson Field, Fairfield, Ohio.

1. Forwarded for necessary action.

2. Request reply be made direct to Lt.Col. O.T. Jamerson, G.S.C., Foreign Liaison Branch.

For the Commanding General:

/s/ C.C. Seward,
C.C.Seward,
Lt.Col., Air Corps
Executive
Overseas Division.

1 Encl:
MID ltr dtd 12/9/42

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Memo. No. 2708 Our File: 60-1-3 (AFARE)

CANADIAN JOINT STAFF
WASHINGTON

Canadian Assignments and Requirements Branch R.C.A.F.
1205 - 15th Street, N.W., Washington, D.C.

DECLASSIFIED

November 27th, 1942.

Foreign Liaison Officer,
U.S War Department,
General Staff,
Room 2B715 Pentagon Building,
Arlington, Va.

Dear Sir:

This office is in receipt of a communication from Royal Canadian Air Force Headquarters in which it is stated that the R.C.A.F. has decided to maintain the use of standardized high pressure oxygen installations in its aircraft.

In this connection Headquarters has requested us to ascertain whether United States Army Air Forces' aircraft, fitted with low pressure oxygen systems will require servicing whilst being routed through Canada and if so, what facilities the United States A.A.F. wish the R.C.A.F. to set up to ensure that such servicing can be undertaken.

Headquarters has suggested that possibly the United States A.A.F. has already made or intend to make their own arrangements in this respect and has stated that, if so, it would be more satisfactory to the R.C.A.F. as it would eliminate the necessity of the purchase of special equipment by the R.C.A.F. and the training of R.C.A.F. personnel. If this is the case Headquarters advises that it would appreciate early confirmation as it is most anxious to ensure that, if oxygen servicing of United States A.A.F. Aircraft is required, the facilities will be on hand so that the routing of such aircraft will not be delayed or handicapped.

This office would be grateful for the receipt
(of enlightening)

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By CO/DC DC Case 10-1-76

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Delay in Handling Inquiry from the Canadian Joint Staff.

Chief of the Air Staff

Feb. 16, 1943

Assistant Chief of the Air Staff, Management Control

1
JHB/mjf/71234

1. Attached is a letter for the signature of the Chief of the Air Staff to the Commanding General, Air Service Command, directing that an investigation be made for the purpose of determining the reason for the delay in handling this inquiry from the Canadian Joint Staff.

2. The information requested by the Canadian Joint Staff has been furnished.

B. E. GATES,
Colonel, Air Corps.

1 Incl. - Ltr. fm CHS to
CG,ASC, same subj. w/incls.

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By [illegible] NARS, Date [illegible]

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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NARS, Date 2/6/74

2nd Ind. (AFASC-O)

Army Air Forces, Headquarters, Air Service Command, Washington, D.C. December 14, 1942. TO: Commanding General, Field Services, Air Service Command, Patterson Field, Fairfield, Ohio.

1. Forwarded for necessary action.

2. Request reply be made direct to Lt. Col. O. T. Jamerson, G.S.C., Foreign Liaison Branch.

For the Commanding General:

/s/ C.C.Seward,
C. C. SEWARD,
Lt. Col., Air Corps
Executive
Overseas Division.

1 Incl:
R&R dtd. 12/9/42

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Ltr. C.J.S., 6D-1-3, 11-27-42, 1st Ind. MID, 905.1, 11-30-42, and 2nd Ind. AFASC-o, 12-14-42, subj: Standardised High Pressure Oxygen Installation in Aircraft.

470.72 3d Ind. ASCMS2

AAF NW ASC Patterson Fld., Fairfield, O. February 6, 1943.

TO: Chief, Military Intelligence Service, War Department, Washington, D.C. ATTN: Lieut. Colonel. O. T. Jamerson, Foreign Liaison Branch.

1. Army Air Forces airplanes which are assigned to foreign Theaters of Operation have adapter, Army Air Force Drawing No. 42A6950 installed at the low pressure filler valve. This adapter is constructed to fit the low pressure filler valve and has British threads for connecting to the British equipment. Information regarding the system pressure is stenciled at the filler valve.

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3d Indorsement (cont.)

2. In view of the above, it is believed no difficulty in servicing Army low pressure oxygen systems will be encountered by Canadian Activities.

For the Commanding General:

/s/ Douglas R. Loomis
DOUGLAS R. LOOMIS
Captain, Air Corps.
Assistant, Maintenance Division

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DOD Dir 5
8 Jun A 20 June 1974
By [illegible] NARS, Date 8-7-96

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

5 August 1943

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Aircraft at Quebec.

1. In your name this date, I dispatched a B-25 and crew to Quebec in response to a suggestion by General Deane.

2. This airplane and crew will remain at Quebec and will operate under the control of Colonel McCarthy who is the War Department advance agent.

3. For security reasons, our Provisional Headquarters Flight (Major Edwards commanding with ten to twelve operations and administrative enlisted personnel from Bolling) will not move up until Sunday, August 8th.

4. This business is being handled through General Deane, as the R.C.A.F. is not yet on the picture.

L. S. KUTER,
Brigadier General, U.S.A.,
Assistant Chief of Air Staff, Plans.

Dir. Sec. Canada (3)

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AAG 452.1 Canada (12)

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DOD Dir 5
8 Jun A 20 June 1974
By [illegible] NARS, Date 8-7-96

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Canada

AFAEF
ECL/dns/71127
wtn 5/18/43

MAY 20 1943

Honorable C. D. Howe,
Department of Munitions and Supply,
373 Wellington Street,
Ottawa, Canada.

Dear Mr. Minister:

In General Arnold's absence, I am taking the liberty to reply to your letter which was addressed to him on May 6, re "Atlantic type Transport Planes".

Our representative on the Joint Aircraft Committee (General Echols) is very familiar with our position in respect to materials for aircraft engine production. When he raised the question of availability of PWW R-2000 engines for your York project, he did so with the background of a long discussion regarding the availability of materials for the third and fourth quarter of 1943, and the first quarter of 1944. The impending critical shortage of materials is forcing us to lay plans for the curtailment of production in all engine types for which a complex over here minimum requirements is indicated. In the case of the PWW R-2000 engine, it appears that manufacturing facilities are available but that the shortage of materials will necessitate a reduction in output of the plant during the last half of the year.

I feel that General Echols' position on the limited availability of PWW R-2000 engines is sound in view of the impending materials shortage which will necessitate curtailment of engine manufacturers schedules.

When, in our previous correspondence of December 4, 1942, we did suggest the conversion of the Lancaster to a cargo carrier as an interim expedient, we believed that the conversion to the York had been engineered in England and that your plans contemplated the use of the Lancaster wing complete with the present Merlin engine installation.

From the data available on the York equipped with the Merlin engine, we are justified in drawing the conclusion that the airplane will provide to Canada a transport airplane which will be satisfactory as a temporary expedient for over ocean service to the United Kingdom pending a satisfactory conclusion of the war effort. The availability of Merlin engine maintenance supplies and equipment in the Dominion and in the United Kingdom presents a factor which appears to outweigh some of the apparent advantages of the PWW R-2000 engine at this time.

Sincerely yours,

Dispatched
MAY 20 1943
AAG

(Sgd)

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Barney M. Giles,
Major General, U.S. Army,
Acting Chief of Air Staff.

Copy for Gen. Giles

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E.O. 12356
8 Jan. & 25 June 1974
By [illegible] NARS, Date 10-7-96

~~CONFIDENTIAL~~

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Office of
The Minister of Munitions and Supply
Ottawa, Canada

AIR MAIL - SPECIAL DELIVERY.

~~CONFIDENTIAL~~

May 8th, 1943.

Dear General Arnold, Re - Atlantic type Transport Planes.

For the past twelve months I have been under great pressure from our Army to provide transport planes capable of crossing the North Atlantic, to provide support for our Army in England, which now numbers 200,000 men. Our Air Force are also bringing pressure in the same direction, as well as our Post Office and Department of External Affairs. I am doing my best to meet this request.

In November of last year, I called on you to request that Canada be permitted to purchase or borrow three Liberator Bombers, to provide a temporary service pending construction of Canadian built planes of suitable type. Under date of December 4th, you wrote me to say that your own requirements were so urgent that you could not grant my request. In that letter you suggested that we arrange to convert some of the Lancaster planes which are scheduled for 1943 production in Canada.

While in England in October, I examined the British transport version of the Lancaster plane, and in doing so was accompanied by your Mr. Ted Wright and my Mr. Ralph Bell. We all agreed that the "York" fuselage with the Lancaster plane assembly would provide a suitable Army transport plane for Canada. After my correspondence with you, I took over a large hangar near the plant where the Lancaster is being built, and undertook to build the "York" fuselage.

Lieutenant General H.H. Arnold,
Commanding General, Army Air Forces,
War Department,
Washington, D.C.,
U.S.A.

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Engines of the Merlin 38 type had been allocated for our Lancaster plane, and while these are very suitable for bomber planes, they are not as satisfactory or as economical for transport work as the rotary type motors. Accordingly we have applied to the Joint Aircraft Committee for permission to substitute 176 engines, Pratt and Whitney R2000-7, for the same number of Merlin 38 engines. Both sets of engines are plus spares and propellors. I may say that we decided to build fifty "York" fuselages, in order to obtain reasonable production costs, and having in mind that the Ministry of Aircraft Production in England is pressing us for all the transport planes we can produce surplus to our own requirements.

Much to my surprise, the Joint Aircraft Committee at its meeting of May 6th declined to approve our request. I understand that our case 4004 is held over for further consideration on May 13th. I am told that the Pratt and Whitney engine that we desire to substitute is not in short supply. I had thought that your letter of December 4th suggesting conversion of some of the Lancasters, and Ted Wright's apparent approval of our plan of last October, constituted a general agreement with our programme, which has been known to all concerned for many months. Your letter mentions the limiting fuselage space in the Lancaster plane as an objection to using the Lancaster for transport work, and your own experience in supporting an Army abroad will, I think, lead you to appreciate the urgency of the Canadian need for army transport.

I may say that all fifty "York" planes will be used for strictly war purposes either by the Canadian Government or by the British Government.

I sincerely trust that you will lend your support to our application, case 4004. Production of the fifty transportplanes will not curtail

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production of Lancaster bombers, the first of which is expected to come off the assembly line in July, to be followed by the first "York" plane two months later.

Your support in this matter will be greatly appreciated, and will, I think, be a contribution to the common cause.

Yours sincerely,

/s/ C D Howe

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Atlantic type Transport Planes.

Asst. Chief of Air Staff, Plans - ATTENTION: Colonel Longmead. 13 May 43

Deputy Chief of the Air Staff. 1

WHL/mdg/5243

1. For the preparation of an appropriate reply to the attached for signature by General Giles.

2. It is desired that draft of proposed reply be returned to this office for presentation to General Giles.

Dispatched
MAY 15 1943
AMS

WILLARD A. LIENT,
Colonel, U. S. A.,
Secretary of the Air Staff.

Incl: Ltr to Gen. Arnold fm. Mr. Hamm, 5/8/43.

Air AG 452.1 Canada (12)

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Ck 5/14/43

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DOD Dir. 5 200.9 and 200.10 June 1974
By dlb-Jan NC Date 6-7-76

Basis: Ltr Fr AAF, Wa., Washington, D. C. dtd 2-20-43, Subj: "Delay in Handling Inquiry from the Canadian Joint Staff."

1st Ind.

Army Air Forces, Headquarters, Air Service Command, Patterson Field, Fairfield, Ohio.

March 1, 1943

TO: Commanding General, Army Air Forces, Washington, D. C. Attention: Chief of Air Staff.

1. Investigation has been made into the reasons for the delay in replying to subject correspondence, as directed in paragraph 3 of basic communication.

2. Failure to reply promptly was due to the fact that when subject correspondence was received, it was inadvertently misfiled with some other correspondence on which action had been completed. This fact was not discovered until some time later.

3. It is regretted that this unfortunate delay occurred. Proper action has been initiated to prevent recurrence of such incidents in the future.

H. H. FRANK,
Major General, U. S. A.,
Commanding

Incl.: n/c

452.1 Canada (11)

~~CONFIDENTIAL~~

File
3/6/43

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DOD Dir. 5 Nov. & 30 June 1974
By Sec. Def. NARA, Date 10-7-76

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COPY 12/14/42

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"Gen. Meyers"

Office of
THE MINISTER OF MUNITIONS AND SUPPLY
OTTAWA, CANADA

Canada

December 11th, 1942

Dear General Arnold:

Thanks for your letter of December 4th, in reply to my request for three North Atlantic type airplanes. I can appreciate your difficulty in providing transport planes in numbers sufficient for your far flung activities.

We are undertaking production of the transport version of the Lancaster plane, known as the "York", which will be in production by next autumn. In the meantime, we will try to get on as we are until our Lancaster Bomber production comes out in the spring of next year, and use two or three of these planes as a temporary expedient.

We have already exhausted the possibility of obtaining from the United Kingdom three of their converted "Liberators". Unfortunately, their position is much the same as your own.

I sincerely appreciate your effort on our behalf.

Yours sincerely,

/s/ C. D. Howe

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

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DOD Dir. 5200.9 Jan. 6-80 Jan 1974
Auth: [illegible] Date 28-2-76

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DEC 4 1942

[illegible]

Dear Mr. Hutchins:

At the time of our recent conversation on the subject of heavy transport shipping, my staff was preparing a study on the transport requirements of the United States Army Air Forces, based upon the commitments that have been made for [illegible] the requirements of the overall [illegible] which will be required to insure the adequate flow of supplies into the North African continent, the equipment of the heavy bomber groups [illegible], of additional combat air units, and the general expansion, which should take place during the calendar year of heavy transports for the year 1943.

In view of the great necessity of [illegible] of heavy transports into combat theaters, our combat requirements, and in view of our recent experience in heavy bombing, it does not appear possible to confine, at this time, those of the converted B-24's (LB) for service on the Pan-American Airways Division run. It is considered that an attempt to make [illegible] from the United Kingdom three (3) of their converted B-24's or Liberator I and II's.

If it is still practical to secure the loan of these (3) converted B-24's of Liberators from the United Kingdom, for any other suitable transport possible for LB) in the exchange with the United Kingdom for the conversion of some of the Liberators which are scheduled for LB) production in Canada, [illegible] opportunity, how a much more limited number would [illegible] B-24, this conversion should provide a long range transport which will serve as a valuable supplement.

Sincerely,

Sgd. H. H. Arnold

Dispatched

AAG File

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

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By [illegible] Date 10-7-76

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A-4 Doc. #884

2. AFADS General 11-16
Arnold

RCL.mee 71172

Arnold 11-17-42

Strategic
Prepared by
Mr. Lauve.
Lend-Lease shortage
suggest to
be converted
R.A.F. B-24's
Ladd Castle
H.H.A.

1. The four engine long range transport airplane is the transport class in which the Army Air Forces is most deficient. The Army Air Forces organizations have a requirement through 1943 for 1141 four engine long range transports. Conservative production estimates indicate that we will receive only 179 four engine long range transports during the year 1943. In general, this class of transports is used for over-ocean flights over distances on which two engine transports cannot be substituted because of the limitations of range. To meet the acute situation within the Army Air Forces, it has been necessary to reduce our striking forces of heavy bombers by 160 B-24 airplanes which are being converted to C-87 transports. Consideration is now being given to the

(cont)

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Transports for the R.C.A.F.

[illegible] General 6-4 1942
[illegible] 11/24

Mr. Howe, Canadian Minister, called this date and outlined the necessity for transports for the R.C.A.F. He states that he needs today a minimum of 3 for trans-Atlantic service between Canada and England where the R.C.A.F. is operating.

I promised Mr. Howe nothing, but assured him that I would have a study made with a view of determining what, if anything, might be done now, or if nothing can be done now, when it might be possible to furnish 1 or more transoceanic transports.

With all the demand and new demands being made upon us for transports, nobody realizes better than I do the extreme shortage that exists.

With the above in mind, I still want you to give me the necessary data upon which I can make a reply to the Canadian Minister.

soh

H. H. A.

Nancy M Birch
REC'D 1[illegible]/42.

Transports for the R.C.A.F.

2. cont.

request of the Air Transport Command that another 100 B-24's be diverted from the striking force for conversion to C-87 transport airplanes.

2. The C-87 is not an economical transport. The cost of making the conversion from a heavy bomber to a transport, in terms of lost striking power, is extremely great. In view of the rapid expansion of Air Force combat activities, which is starting to take place in the next six months, further loss [illegible] number of additional three B-24 airplanes to C-87's for the Canadian Project is not recommended.

3. Indicated below are U. S. Army Air Forces requirements for four engine transports during 1943, matched against estimated deliveries:

	AAF Requirements for 1943	Estimated Delivery 1/[illegible]/42 thru 12/31/43	Shortage
C-54 (DC-4)	855	115	[illegible]
C-87 (B-24)	262	43	219
C-69 (Connie)	25	22	3
Total	1142	179	963

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

Read 1/28/42

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6 Jan. & 28 June 1954
By [illegible] NSC Dec. 11-7-76

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Transports for the R.C.A.F.

WDS/Sec Sibs

5 AFCAS AFAIS 1942 11-29 For remarks as indicated, if you concur.

Athens
Gen.
Longmead

Dispatched
NOV 29 1942
AAG

H. E. Hill,
Colonel, G. S. C.

Incls.
R.C.

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Air AG 452 1 Can. (2)

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DOD Dir. 5
8 Nov. 6 32 June 1974
By CNR NARS Date 10-7-76

Transports for the R.C.A.F. OBE:mc 3373

AMAS Asst.Ch.
Air Staff 13-18
A-4

1. General Arnold has written a directive on your comment #2, which reads as follows:

"Prepare letter for Mr. Howe after showing our shortages and suggest that he use converted R.A.F. B-24's or Lancasters".

2. Your attention is invited to Mr. Howe's letter to General Arnold, which is attached hereto.

3. You will prepare reply to this letter for General Arnold's signature, and before presenting to me, have it coordinated with A-3.

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

1 Att.
Ltr fr Mr.Howe, Minister, Dept.of Munitions & Supply, Canada, 11/16/42

Dispatched
NOV 18 1942
AAG

Air AG 452.1 Canada (7)

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Air AG 452.1 Canada (8)

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DOD Dir.
By [illegible] Date 10-7-74

~~CONFIDENTIAL~~

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August 15, 1942.

Air Vice Marshal O. M. Walsh
Canadian Joint Staff
1771 N Street, N.W.
Washington, D. C.

Dear Vice Marshal Walsh:

Your letter outlining the need of the Royal Canadian Air Force for cargo carrying aircraft has received my careful consideration, and it is with real reluctance that I write to say that circumstances simply do not permit granting your request for nine C-47 aircraft.

We recognize the importance of air transport being available to you in connection with the development of the Goose Aerodrome, but the only assistance we can give you at this time is to make some space available on aircraft operated for the Air Transport Command through Moncton to Goose. This will be done promptly upon your advising General George as to your requirements. It is, of course, not to be expected that they will be met in full.

I am very sympathetic to your need for cargo aircraft and hope that we can partially meet your needs in the not far distant future.

Very sincerely yours,

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

File cc 8/18/42

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~~CONFIDENTIAL~~ Air AD 452.1 Canada (5)

~~CONFIDENTIAL~~

DECLASSIFIED
DOD Dir.
By [illegible] Date 10-7-74

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

DECLASSIFIED

AFASC/LR
JHD:jer
Phone 73007
Written 8/11/42

Air Vice Marshal O. M. Walsh
Canadian Joint Staff
1771 N Street, N.W.
Washington, D. C.

Dear Vice Marshal Walsh:

Your letter outlining the need of the Royal Canadian Air Force for cargo carrying aircraft has received my careful consideration, and it is with real reluctance that I write to say that circumstances simply do not permit granting your request for nine C-47 aircraft.

We recognize the importance of air transport being available to you in connection with the development of the Goose Aerodrome, but the only assistance we can give you at this time is to make some space available on aircraft operated for the Air Transport Command through Moncton to Goose. This will be done promptly upon your advising General George as to your requirements. It is, of course, not to be expected that they will be met in full.

I am very sympathetic to your need for cargo aircraft and hope that we can partially meet your needs in the not far distant future, and at the end of the current month we shall reconsider the possibility of furnishing one or more C-47's.

Very sincerely yours,

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

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

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AFCAS
MFH/hd

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C., June 22, 1942 - To: Assistant Chief of Air Staff - A-4.

1. The provision of air transportation for the above project is approved in principle and has been discussed with the Commanding General, Air Transport Command, who is investigating this matter. It is directed that you handle this project by direct contact with him and the Services of Supply.

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

452.1 Canada (6)

File
6/23/42

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
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Air 48452 Canada (6)

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By dlm NARS, Date 10-7-76

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405/910

June 19, 1942.

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Airplanes for Canadian Pipeline Project.

1. The Chief of Engineers has requested that air transportation be provided for personnel engaged in the construction of a pipeline between Norman Wells and Whitehorse, Canada. This construction has been personally approved by the Commanding General, Services of Supply and, on completion, will be of distinct advantage to the Army Air Force operations in Alaska.

2. The Operations Division of Services of Supply has ascertained from the Military Director of Civil Aviation that four Sikorsky amphibians are obtainable from civilians and has requested this division's assistance in obtaining these planes.

3. It is believed that air transport service furnished the Army should be performed by some command in the Army Air Forces. Failure to furnish the Engineers with the desired service may provide the Services of Supply with a strong argument for the establishment of their own air transport service.

4. It is recommended that the Ferry Command be directed to ascertain the requirements of the Services of Supply for this project and to undertake to provide the services required, if possible, and if it is not possible to do this with the airplanes available, that contracts be entered into with such civilian operators as may be available to provide this service for the Services of Supply.

Hq. Army Air F...
19 1942
AAG Received

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

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452.1 Canada (3)

2. AFDAS AFACT 1942
6/17

Recommend you issue directive substantially as Section II, paragraph 1 attached.

Memo: Please notify AFHQN of action taken as they are waiting to move the airplane.

Dispatched
JUN 17 1942
AAG

Encl:
Memo for C/AS, 6/12/42.

L. S. K.
AFDAS

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-MPD	A-Insp.	Budget	Statistics	

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Airplanes for Corps of Engineers for Activities in Canada.

1 AFHQN AFCAS 1942 (8-7:3b) 6/16

The action recommended in Section II of the attached memorandum addressed to the Chief of the Air Staff, subject, "Airplanes for Corps of Engineers for Activities in Canada", has been discussed with Col. Hafley, Executive, Air Service Command and Major Hayler of the Corps of Engineers. Both concur in the recommendation that the supply of crews for the airplanes employed on the Canadian projects should be the responsibility of the Air Service Command.

H. F. T.
Brig. Gen., AAF
Dir. M.P.A.M.

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By clm/mc NC. Date 10-7-74

HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET

File No.

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

Tally No. AAF

SUBJECT Canadian Aircraft Production Program

NO.	FROM	TO	DATE	COMMENTS — AAF/A-4 HCL/mja
1.	AAF A-4	File	1942 1/12	1. Noted. 2. This is water over the dam. The matter was discussed in Joint Aircraft Committee Meeting January 5, 1942. At that Meeting General Arnold and General Echols were absent. Col. B.E. Meyers represented the Air Corps. Admiral Towers presided as Chairman. 3. Col. H.C. Longmead of A-4 Section Air Staff (not a member of the Committee) registered a protest on behalf of the Air Staff. Admiral Towers asked Col. Meyers if the Air Corps was satisfied with the arrangements outlined in the Basic Letter (Kraus-Bell) and received a reply in the affirmative. Incl.: Memo, 1/7/42. JAC to C/AAF Cy. ltr. fr. Bur. Aero. to Dir. Gen. Canadian Aircraft Production. Earl [illegible] Jr. C/A-4

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OSD ltr.
8 Jan. & 20 June 1974
By CBurke NARA Date 10-7-96

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Canadian Aircraft Production Program

AAF/A-4
EEH/mjn

1. AAF A-4 File 1942 1/12

1. Noted.

2. This is water over the dam. The matter was discussed in Joint Aircraft Committee Meeting January 6, 1942. At that Meeting General Arnold and General Echols were absent. Col. H.H. Meyers represented the Air Corps. Admiral Towers presided as Chairman.

3. Col. H.C. Longmead of A-4 Section Air Staff (not a member of the Committee) registered a protest on behalf of the Air Staff. Admiral Towers asked Col. Meyers if the Air Corps was satisfied with the arrangements outlined in the Basic Letter (Krome-Bell) and received a reply in the affirmative.

Incl.
Memo, 1/7/42, JAC to C/AAF
Cy. ltr. fr. Bur. Aero. to Dir. Gen. Canadian Aircraft Production.

EEH, Jr.
C/A-4

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CANADA DECLASSIFIED UNITED STATES

PERMANENT JOINT BOARD ON DEFENSE

WASHINGTON

PDB 128-14 January 7, 1942.

DECLASSIFIED
Per [illegible]
By [illegible] NLC Date 8/7/74
NO

MEMORANDUM FOR THE CHIEF OF ARMY AIR FORCES:

Subject: Canadian Aircraft Production Program.

1. Reference is made to memorandum to Chief of Army Air Forces, above subject, January 3, 1942. In connection therewith, a copy of a letter from the Bureau of Aeronautics to Dr. Ralph P. Bell, Director General of Canadian Aircraft Production, is attached for your information.

2. The Permanent Joint Board on Defense, Canada-United States, has not concerned itself with production. It was felt that the attached letter should be brought to your attention.

By direction of General Embick.

Clayton Bissell

CLAYTON BISSELL,
Lt. Col., G.S.C.

Inclosure:
Cpy. ltr. fr. Bureau of Aeronautics to Can. Aircraft Production. (1-3-42)

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DOD Dir.
5 Jan. & 30 June 1979
By [illegible], NSC, Date [illegible]

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P
Y

Aer-AS-DM
EF13-39/VV
EF13-39/A21

My dear Mr. Bell:

This will confirm the discussion on aircraft production in a conference in the Bureau of Aeronautics of the Navy Department on 17 December. Attending this conference were Captain S. M. Kraus, U.S.N., Commander P. M. Pihl, U.S.N., Lt. Commander G. W. Anderson, U.S.N., for the Bureau of Aeronautics; Mr. Ralph P. Bell, Director General of Canadian Aircraft Production and Mr. F. M. Saye of the Ministry of Aircraft Production. The subject of employment of three aircraft manufacturing plants in Canada was discussed in some detail to the end of bringing these three plants, namely: Boeing at Vancouver, Vickers at Montreal and the Canadian Car and Foundry plant at Fort William, into line with the overall production program of aircraft required for the United States, Canada and associated powers.

It was stated that the Boeing plant at Vancouver and the Vickers plant at Montreal were each producing PBY-5A airplanes and that the Fort William plant was producing Hurricanes. It was understood that eventually you were willing to place the whole of the PBY-5A production in one of the two plants now engaged with this model and that you favored using the Boeing plant at Vancouver for this purpose. It was estimated that the Vickers, Montreal plant would, therefore, be available for construction of another type early in the calendar year of 1943. The Canadian Car and Foundry plant at Fort William will complete current production of Hurricane fighters about October 1942 and will be available for production of some other model immediately thereafter.

Note: Vickers—40 F6F per. mo.
Canadian Car—40 SB2C per. mo.
Boeing Vancouver—Catalinas

It appears likely that three models of U.S. Navy Aircraft would be available for production in the Canadian plants: the F4U-1, SB2C and F6F. Of these three models, the first two are now being placed into production in the United States and are available for production in Canada. Development of the F6F has not proceeded to a point where this model is available for immediate production either in the United States or Canada. However, it is estimated that the F6F will be available for production in Canada beginning the first half of 1943. In view of the fact that requirements for both fighters and scout bombers far exceed the available capacity, it appears desirable, all other factors being equal, to select for production in the Canadian Car and Foundry plant at Fort William the airplane which could be put into production most quickly and for which engines, propellers,

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Aer-AS-DM
KF13-39/VV
EF13-39/A21

material and production engineering data can be furnished with the least difficulty. This model appears to be the SB2C. It was, therefore, agreed that the SB2C airplane should be put into production in the Canadian Car and Foundry plant at Fort William, Ontario.

Since indications are that the F6F will be ready for production early in 1943, it was tentatively agreed that this model should be put into production in the Vickers plant at Montreal and that the PBY-5A production now being carried on at that plant would be shifted to Boeing at Vancouver.

It was agreed that the Bureau of Aeronautics would submit written confirmation to you and would notify the Joint Aircraft Committee, Office of Production Management and the British Air Commission in Washington of this arrangement. The Bureau of Aeronautics will also notify the Curtiss-Wright Corporation and Grumman Aircraft Engineering Corporation, requesting their assistance and cooperation in furnishing information, production engineering and licensing arrangements with the Canadian manufacturers.

In accordance with the foregoing, it is requested that you arrange to submit to the Bureau of Aeronautics estimates and schedules for production of the SB2C aircraft in the Canadian Car and Foundry, Fort William plant, and proceed on the basic plan looking towards the submission of similar estimates at a later date in connection with the production of the F6F in the Vickers plant at Montreal.

This letter is not a commitment to contract for, or otherwise acquire, airplanes from any source in the Dominion of Canada. It sets forth the Bureau of Aeronautics' interest in the project discussed above and its current willingness to enter into negotiations along the lines indicated. Manifestly, the outcome, in any event, is dependent upon the negotiation of a satisfactory contract or contracts, clearing up of any questions of export or import dues, security of materials and products against seizure, or of diversion from the United States Government, and numerous other questions.

Mr. Ralph P. Bell,
Director General of
Canadian Aircraft Production,
Ottawa, Canada.

Capt. Kraus
12/18/42

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Aer-AS-45321 Canada (4)

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DOD IBS
1 8 Jan & 30 June 1974
By [illegible] LC. Date [illegible]

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3 C-39 type airplanes for Montreal, Quebec.

AAF/A-3
HSV-ds

1 AAF C/AS OCAC 1941 11/28

1. It is desired that 3 C-39 type airplanes with big doors be turned over to the Air Corps Ferry Command at Bolling Field, D. C.

2. The Ferry Command will fly the airplanes to the new airport at Montreal, Province of Quebec, Canada.

3. It is desired that the Air Corps Ferry Command's representative at Montreal get in touch with Air Commodore Cuffe for further instructions. One of these airplanes should take off immediately. This will be followed by two others in the near future upon notification by this Headquarters.

4. It is further desired that General Spaatz be notified when the first airplane is ready to take off, so that last minute instructions can be given by him.

5. The crew of these airplanes should each consist of pilot, co-pilot, radio operator and two engineers. The two engineers are desired by the Ferry Command due to the fact that the airplanes may be away from home stations at least a month, and undoubtedly considerable maintenance will be required.

6. This confirms verbal arrangements previously made by telephone.

CS
C/AS

HEADQUARTERS ARMY AIR FORCES - COORDINATION

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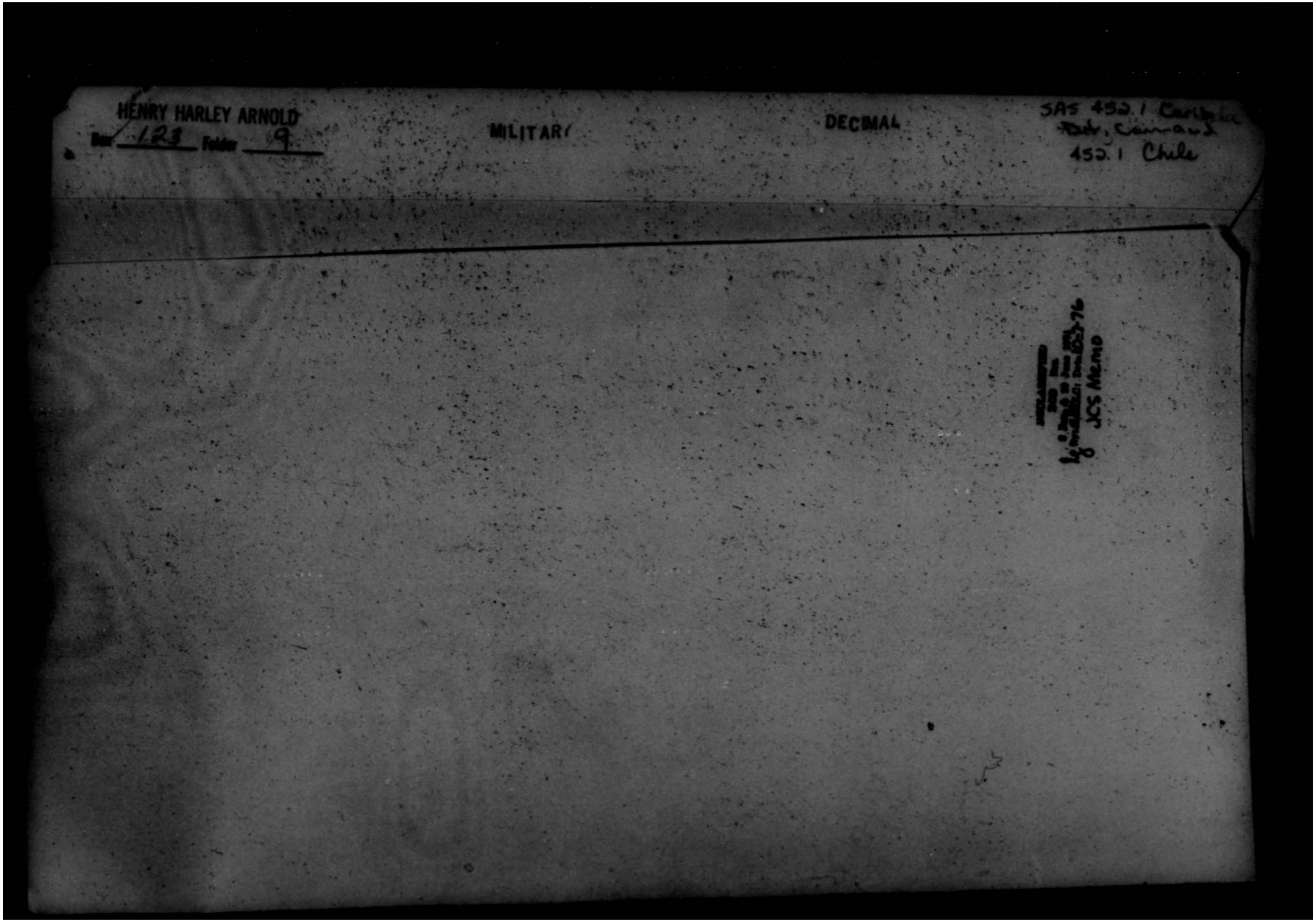

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DOD Dir. 5 Jan. & 30 June 1954
By [illegible] NSC, Date 12-7-76

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Return of Medium Bombardment Aircraft

AC/AS, Operations, Commitments and Requirements 29 November 44

Chief of the Air Staff FRS,JR:JT 6971

Recommendations contained in Comment No. 3 are approved.

Signed

Incl
n/e

F. H. SMITH, JR.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

[illegible]
29 NOV 1944

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DOD Dir
E.O. 12356 30 June 1974
By [illegible] NARS, Date 10-2-96

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Return of Medium Bombardment Aircraft

AC/AS, Material and Services (THRU: General Timberlake) 8 November 44

Chief of the Air Staff 1

For comment and recommendation with particular reference to paragraph II b.

Signed

1 Incl.
Memo from CCS same subj 11-7-44

F. H. SMITH, JR.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

~~SECRET~~

9 NOV 1944

452.1 CCC (2-8)

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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

~~SECRET~~
By Authority of
The Commanding General
of the Army Air Forces
AUG 27 1943
DATE INITIALS

DECLASSIFIED
DOD Dirs.
8 Jun. & 30 June 1974
By [illegible] NC; Date 10-7-74

AUG 27 1943
AFRDB

MEMORANDUM FOR: Brig. Gen. E. S. Perrin.

1. Reference is made to Cable No. CDC 605, Quarry Hts., 24 August 1943, in connection with equipping B-25's for this area with Radar equipment. The answer from this Branch is as follows:

The equipment is now available and can be installed at such time as the Sixth Air Force can return B-25's now in their possession to this country for installation of Radar equipment. Subsequently, all B-25's allocated to this area will be equipped with Radar equipment. The problem is now being analyzed by the Air Service Command to determine where the work will be accomplished and at what rate the airplanes can be accepted for the installation.

2. Reference is made to Cable from Brisbane concerning removal of cabin heaters and installation of two additional package guns on left side of fuselage. This plan was proposed to four theaters by this Branch, and an affirmative answer has been received from the Pacific Theater and the India-China theater. We are holding up action pending the arrival of an answer from the Twelfth and Ninth Air Forces. North American Factory can immediately commence fabrication parts for the installation of this gun, and the installation can be accomplished at a modification center.

by Kenneth H. Gibson
ALFRED R. MAXWELL,
Colonel, Air Corps,
Chief, Bombardment Branch.

452.1 CDC 33

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

file
9/2/43

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~~SECRET~~
NND 854152.1 CDC 33

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DOD Dirs.
8 Jan. & 20 June 1974
By John Lee, JC, Date 10-7-76

DECLASSIFIED

Allotment of Aircraft to the Sixth Air Force

June 10, 1943

Assistant Chief of Air Staff, Plans
Attn Col. Longmead
AS/AS, GSUS, Allocations & Programs Division

1
TOR:mjd 72556

1. Attached letter and 1st Ind from Commanding General, Sixth Air Force is forwarded to you as a matter of primary interest.

2. Paragraphs 3, 4 and 5 of basic letter have been extracted and sent to AS/AS, GSUS, Requirements Division and AS/AS, Training for comment and recommendations. Information on which to base reply to these paragraphs will be furnished to you at the earliest practicable date.

O.P. WEYLAND
Colonel, Air Corps

1 Attch:
Ltr & 1st Ind.
as stated above

Mid 8 452.1 COC (32)

To: Deputy Chief of Air Staff

Date 23 JUL 1943

From: AAF/Plans

Comment No. 2
Initials 72692

1. Enclosed herewith comments from GSUS and Training, and a suggested reply to General Harmon's letter of 26 May, 1943.

3 Incls
#1 - Ltr w/3 Comments
#2 - Suggested reply to Gen. Harmon
#3 - Ltr & 1st Ind fm 6 AF to CG, AAF

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

TO: Asst. Chief of Air Staff, Plans

DATE 27 July 43

FROM: Deputy Chief of the Air Staff

COMMENT NO. 1
WAL/mjd/5265

The Deputy Chief of the Air Staff (General Perrin) directs that reply to the basic communication be made by indorsement prepared in the usual military style and that this reply omit the alibi indicated in the first paragraph of your proposed draft of letter to General Harmon.

Dispatched
28 JUL 1943
AAF

DECLASSIFIED

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

File 8 & 28 July 43

Incl. n/c

Air as 452.1 COC (32)

COPY
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DOD Dirs.
8 Jan. & 20 June 1974
By John Lee, JC, Date 10-7-76

~~SECRET~~

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RED BY ADVISORY COUNCIL

February 17, 1943

MEMORANDUM TO REAR ADMIRAL JOHN S. McCAIN
Chief, Bureau of Aeronautics
Navy Department

SUBJECT: Ownership and Use of Boeing 314 Clippers (Formerly the Property of Pan American Airways, Inc.).

1. Attached is a rather detailed statement of the history concerning the Boeing Clippers about which you spoke to me the other day.

2. Apparently our formal agreement provided for the transfer of these planes to Navy use only when an equivalent number of Constallations should become available to take their place under our contract with Pan American.

3. While the formal agreement referred only the "Constellation aircraft" and Constellations are not yet available, I do not feel we should make any point of this technicality. More than an equivalent number of other "suitable long range aircraft" have since been made available to us. Therefore, I consider that we are obligated to turn over the Clippers, as soon as we can do so without serious disruption of our transport effort.

4. Right now, however, our requirements for air transportation to North Africa and the Middle East are extremely heavy. The Clippers are urgently needed in this vital service. We should prefer, therefore, not to give these planes up until our situation is eased, at least somewhat, by further replacements.

5. It is expected that by June 1, 1943, sufficient other aircraft will be available so that the Clippers in question can be transferred to the Navy at that time.

Mid 8 452.1 COC (32)

Dispatched Feb. 19, 1943

1 Encl.
History re
Boeing Clippers

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

File 3/11/43 GK

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Air as 452.1 COC (31)

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DOD Dir.
By [illegible] NARA, Date 10-1-74

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Three Ruling Citizens.

General Eisenhower

Colonel Cahill

Feb. 17, 1943

4

JSM/lr 72721

Suggested memorandum for Admiral Nimitz, with data in the memorandum prepared by Air Transport Command (Admiral Love, C [illegible]) attached as an enclosure, is attached hereto.

2 Encls.
1-Draft (prepared by Adv. Council) of Memo to Adm. McCain, w/enclosure.
2-Copy of Draft (prepared by ATC) of Memo to Adm. Nimitz. (original and other copies w/enclosure).

G. P. CHANDLER,
Colonel, A. G.

AIR 08453/C.D.C.

Tile
2/19/43

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Air 08453/C.D.C.

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DOD dirs
6 Jan. & 30 June 1974
By [illegible] NARS, Date 10-3-76

~~CONFIDENTIAL~~

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TO: Chief of the Air Staff

Date 3-25-43

FROM: Director of Personnel (Special Service)

Comment No. 2
2 Hdqtrs 71306

1. There is no record of recommendations for award of Air Medals to members of the "Pacific Flight" in the Awards Section.

2. Up to this time no record of award of Air Medals has been received from the Southwest Pacific Theater.

Incl n/c

G. R. FREDERICK,
Lieut. Colonel, Air Corps.

AG 452.1 (3-25-43) (20)

File
3/5/43

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AG 452.1 (3-25-43) (20)

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6 Jan. & 30 June 1974
By [illegible] Date 10-7-76

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Letter from General Brett, 1-29-43

Director of Personnel (Special Service) 2-3-43

Chief of the Air Staff

WHM:JF 5296

1. Inviting attention to General Brett's remark on bottom of page 2.

2. Do you have recommendations from him concerning award of Air Medals to members of his Pacific flight?

1 Incl.
Ltr to Gen Stratemeyer

WILLIAM E. HALL,
Colonel, G. S. C.

Dispatched
FEB 4 1943
AAG

File 2/5/43

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BGG ltr
6 Jan. & 20 June 1974
By Adams NARS, Date SEP 1 74

~~CONFIDENTIAL~~

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AFACT
Maj. J. J. O'Shea
Extension 6267

SEP - 2 1942

The Honorable,

The Secretary of the Interior.

Dear Mr. Secretary:

Your letter of August 14, 1942, suggesting that the War Department may be in a position to furnish autogiros to the Navy to be used as protective equipment for vessels moving to and from St. Thomas, British and Dutch Guiana and the United States has been reviewed.

At the present time the Army Air Forces has no operational autogiros except those undergoing experimental tests. Production of thirteen (13) autogiros is contracted for but deliveries are not expected before 1944, due to production emphasis being placed on combat type airplanes.

The War Department, therefore, will be unable to furnish protective equipment in the form of autogiros or other similar type of aircraft as suggested in your letter to the Secretary of the Navy dated August 14, 1942.

Sincerely yours,

HENRY L. STIMSON

Secretary of War.

Dispatched
SEP 2 1942
AG Copy/basic to Cmfd. Files

File D

452.1 Caribbean Def Comd (19)

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Auth: 452.1 CDC (12)

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DOD DIR
8 Sep. & 30 June 1974
By [illegible] NLC Date 10-1-74

~~CONFIDENTIAL~~

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AFMAG

AA1560

SEP 8 1942

Air Coverage for Convoys to Caribbean Area.

CGS/pcp

Secretary of War

Letter for signature of Secretary of War herewith.

For the Commanding General, Army Air Forces:

C. G. STEVENSON
Major, A.C.
Acting Asst. Air Adjutant General

3 Incls.
#1- Ltr for sig SW
#2- Ltr 8-14-42 frm SI
#3- Cy ltr 8-14-42
frm SI to SW.

MEMORANDUM FOR RECORD: Letter 8-14-42 from SI inclosing copy of his letter to SW urging that he consider the question of protection for vessels moving to St. Thomas, Virgin Islands, from the bauxite mines in British and Dutch Guiana and returning from St. Thomas to the [illegible] Virgin Islands. The Secretary of the Interior advises the Secretary of the Navy that it is his understanding that protective equipment in the form of auto-giros could be made available to him by the War Department if the Navy indicates a desire for such equipment. The letter from the SI to the SW indicates that the Virgin Islands Company stands ready to aid the Army in any way necessary to achieve successful transshipment of bauxite.

AIP-30

(See Over)

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Reply indicates that Army Air Forces has no operational autogiros except those undergoing experimental tests, and that delivery of 13 under contract is not expected before 1944, due to production emphasis being placed on combat type airplanes; that the War Department will be unable to furnish protective equipment.

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

AAF-50

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~~CONFIDENTIAL~~ Ltr to 452.1 COC (12)

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WAR DEPARTMENT
HEADQUARTERS, SERVICES OF SUPPLY
OFFICE OF THE CHIEF OF TRANSPORTATION
Washington, D. C.

SPTRA/544.2-J Virgin Islands August 20, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:
(Att: Brig. General B. E. Meyers, Materiel Command,
4123 Munitions Bldg, Washington)

Subject: Air Coverage for Convoys to Caribbean Area.

The attached communication from the Secretary of the Interior is forwarded to your office as a matter of primary interest.

For the Chief of Transportation.

A. H. HARDER,
Lt. Col, Transp. Corps
Executive, Adm. Div.

Incl. Ltr to S/W fm
Sec of Int 8/14/42

1st Ind.
AFAEC-7

War Department, AAF., Materiel Command, Washington, D. C., August 22, 1942
To: Chief of Air Staff, Army Air Forces, Washington, D. C.

1. Forwarded as a matter pertaining to your office, insofar as the furnishing of protective equipment to the Navy Department is concerned.

2. The importance of bauxite is of prime importance to the war production program.

FOR THE COMMANDING GENERAL.

B. E. MEYERS
Brig. Gen., USA
Chief of Staff

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DOD ltrs.
6 Jan. 4, 20 June 1974
By dg, lcc, LC, Date 10-7-76

~~SECRET~~
DECLASSIFIED

AFCAS
JYY/mwb

March 18, 1942.

MEMORANDUM FOR THE DIRECTOR OF MILITARY REQUIREMENTS:

SUBJECT: Heavy Bombers with ASV Equipment for Caribbean Area.

1. It is directed that consistent with higher established priorities and as rapidly as possible the strength of B-24 heavy bombardment airplanes equipped with ASV equipment in Panama be increased to a total of thirty-eight airplanes. Present strength is six airplanes of this type with two others en route.

2. Initially the rate of allocation to the Caribbean Area of heavy bombers equipped with ASV equipment will be two per month. This rate is to be increased as rapidly as possible consistent with existing priorities and the production situation.

3. It is urgently necessary that every possible action be taken to strengthen the Caribbean Defenses in the matter of heavy bombers provided with ASV equipment.

For the Chief of the Air Staff:

452.1 C.D.C. (1)

MAR 19 1942
AAG

JOHN Y. YORK, JR.,
Colonel, Air Corps,
Executive, Air Staff.

HEADQUARTERS—ARMY AIR FORCES — COORDINATION

Chief of Staff	AC/AS	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Materiel	

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dia ab 452.1 C.D.C. (1)

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THE SECRETARY OF THE INTERIOR
WASHINGTON

August 14, 1942

My dear Mr. Secretary:

On March 25, 1942, the Federal Works Agency, under authority of a project (V.I. 53-101), approved by the President under the provisions of the Act of October 14, 1940, as amended and supplemented, instituted proceedings to condemn a leasehold on a dock and power plant at St. Thomas, Virgin Islands, and subsequently assumed certain contracts of the owner necessary to the operation of such facilities.

Among the contracts assumed was one providing for the transhipment, during the year 1942, of approximately 750,000 tons of bauxite. Subsequent to the assumption of this contract, shipping traffic moving through the port of St. Thomas, Virgin Islands, was re-routed to Trinidad due, no doubt, to the shortage of vessels with which to convoy merchant shipping.

I am now advised by the President of the Virgin Islands Company, agent of the Federal Works Administrator for the operation of the dock facilities at St. Thomas, that shipping can be made available by the War Shipping Administration if adequate protection is afforded vessels moving to St. Thomas from the bauxite mines in British and Dutch Guiana and returning, and from St. Thomas to the mainland of the United States and returning. The vessels, on the return trip from the United States, would carry vital foodstuffs for distribution among the Caribbean Islands.

I am informed that the War Department may be willing to furnish protective equipment for the vessels in the form of autogiros if the Navy indicates a desire for such equipment. Accordingly, I have today written a letter to Secretary Knox, a copy of which is enclosed, urging that he seriously consider the question of protection for vessels moving to and from St. Thomas and advising him of my understanding that protective equipment could be made available to him by the War Department.

If the Navy solicits the cooperation of the Army in this connection, the Virgin Islands Company stands ready to aid the Army in any way necessary to achieve successful transhipment of bauxite.

Sincerely yours,

/s/ HAROLD L. ICKES
Secretary of the Interior.

Hon. Henry L. Stimson,
Secretary of War.

Enclosure 2043747

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DOD Dir.
E Jan. & 29 June 1974
By [illegible] NC, Dec 30-1-76

3/15/42

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MAR 16 1942

Air Patrols for Protection of Shipping.

X WD

452.1 C.D.C. (16)

X Primary Interest

Eq. Army Air Forces
MAR 16
AAG RECEIVED

Dispatched
MAR 17 1942
AAG

For the Chief of the Air Staff.

H.A. CRAIG,
Colonel, G.S.C.,
Assistant Chief of the Air Staff, Plans.

Encl.

AIR FORCES - COORDINATION

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

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AAG 452.1 C.D.C. (16)

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DoD Dir
5 Jun & 30 June 1974
By [illegible] NARS, Date 10-7-74

GENERAL HEADQUARTERS U.S. ARMY
ARMY WAR COLLEGE
WASHINGTON, D.C.

SECRET
By Auth: C. of S. GHQ.
Feb 19 1942 CB2

373.7 CDC-f ~~SECRET~~ DECLASSIFIED

February 19, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, FIELD FORCES:

Subject: Air patrols for Protection of Shipping.

1. Under date of February 18th, this Headquarters sent a radiogram to the Commanding General, Caribbean Defense Command, paraphrase of which is as follows:

"The attention of the Navy has been invited by the War Department to the necessity of protecting bauxite shipments out of British Guiana, Surinam and Trinidad and en route to U. S. Continental ports. The Navy Department in Washington is giving this subject consideration.

"It is desired that all possible help be furnished by the Army Air patrols for the protection of this shipping. Paraphrased copies of this radio have been sent to General Codling for Admiral Hoover's information and to General Pratt in Trinidad."

2. The following paraphrase of reply was received this date:

" Admiral Hoover now commands all Air Forces in the Caribbean Naval Coastal Frontier and its component sectors. A light bombardment squadron has been sent, to augment his forces, from Panama to Aruba and Curacao. With the exception of the air units in Panama, Admiral Hoover now has under his command everything in the Caribbean Theater and until the War Department provides more planes, neither Admiral Hoover nor myself can furnish additional air patrol. It is not recommended that any more air units be sent from Panama.

ANDREWS."

3. It is requested this be considered in connection with my memorandum to you of February 17, 1942, File No. 333.1-CDC-F.

(Signed) Harry J. Maloney
DECLASSIFIED HARRY J. MALONEY,
~~SECRET~~ Brigadier General, G.S.C.,
Deputy Chief of Staff.

AG AD 452.1 C.D.C. (2)

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DOD Dir.
By ... NARS, Date 10-17-74

~~SECRET~~ DECLASSIFIED

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

WAR PLANS DIVISION

~~SECRET~~
BY ARMY OF A.C. OF S. WPD
3-3-42 MDW

G-WPD 4577-24

Subject: Air Patrols for Protection of Shipping.

TO: I C/S
II ~~CORPS~~

R Reference the attached memorandum for the Commanding General, Field Forces, from General Malony, subject: "Air Patrols for Protection of Shipping", dated February 19, 1942. Information made available by the Air Staff (Lt. Col. Everest) relative to the above subject is as follows:

Nine (9) LB-30's are being sent to Panama.
Of these now at West Palm Beach;
One has engine trouble and is to be fitted with new engines,
One has brake trouble,
One is o.k. and will leave at first opportunity.

Of six now at Dayton, Ohio:
Five have been equipped with ASV equipment and are ready to leave for West Palm Beach,
One has just arrived in Dayton and will be provided with ASV equipment within approximately three days.

DWIGHT D. EISENHOWER
Brigadier General
Assistant Chief of Staff.
(Signed) R. W. Crawford
R.W. CRAWFORD
Brigadier General, G.S.C.

Incl.

Memo for C.G., F.F. (373-GHC-F)
(2-19-42) fr. Gen Malony

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DOD NTS
1 Jan. & 30 June 1974
By ltr-1-5-10 Date 10-7-76

~~SECRET~~ DECLASSIFIED

SUBJECT: Air Patrols for Protection of Shipping.

AG 452.1 (2-28-42) MC AGW/gls-1705.

War Department, A.G.O., March 11, 1942 . - TO: Commanding General, Army Air Forces.

DNW

1 Incl. n/c

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DOD Ltr. 8 Jan. & 20 June 1974
By [illegible] NC, Date 10-7-74

SECRET

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AAF/A-4/461
EBB/elm

MAR 13 1942

Written March 13, 1942

452.1 Caribbean Defense Command (4)

SUBJECT: Procurement of Catapults for the OQ-2A Target Airplanes.

TO: The Commanding General, Materiel Command
ATTN: Production Engineer

1. The Commanding General, Caribbean Defense Command informs, as in the attached secret telegram, that a total of seven catapults will be required for the ASD OQ-2A target airplanes being procured for use in the Caribbean theater.

2. Procurement of these catapults should be initiated as soon as possible.

Encl. By Command of Lieutenant General ARNOLD:
2 cys secret telegram DIZ3,
3/4/42, paraphrased.

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

AIR
MAR 13 1942
AAG Received

Dispatched
MAR 13 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secty Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-Mtr.	A-Insp.	Budget	Statistics	
						[illegible]					

AAF-39

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Air AG 452.1 Caribbean Defense Command (4)

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DECLASSIFIED
DOD ltr.
3 Jan. & 20 June 1974
By [illegible] NSC: Date 10-7-76

~~SECRET~~
DECLASSIFIED

March 4, 1942

MEMORANDUM FOR THE SECRETARY OF WAR:

Subject: Aircraft Reinforcements for Caribbean Area.

1. In connection with your trip to Panama the following table shows the aircraft reinforcements that the Caribbean Air Force may expect to receive.

2. Heavy bombardment type aircraft to be delivered to Caribbean Air Force as follows:

[illegible]:	B-17E
[illegible]	[illegible]
March	8
April	7
May	7
June	7
July	2
August	4
	Total: 33
Delivered:	B-17E
October	14
November	19
	Total: 33
Purple Plan:	B-17E
October	15
November	20
	Total: 35

Above schedule is in addition to 8 LB-30, equipped with ASV and IFF equipment now being prepared for dispatch to Panama.

3. Eight (8) LB-30 (Liberator) airplanes, each equipped with both Aircraft Search Radar (ASV) and Aircraft Identification Radar (IFF) were on March 1, 1942 being prepared for transfer to Panama. These aircraft will be available in Panama at an early date. Additional aircraft are being modified to permit installation of ASV and IFF equipment as it becomes available, and to permit exchange, from aircraft temporarily grounded, of equipment currently available.

DECLASSIFIED

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

~~SECRET~~

452.1 Caribbean Def. Command (12)

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GOO 101
By [illegible] Date 10-1-74

DECLASSIFIED

AAF/Ap4
DPG/soc
Written 3/9/42

452.1 C.D.C.

SUBJECT: Spare parts for airplanes in Caribbean Defense Command.

2nd Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
MAR 11 1942
To: Commanding General, Air Service Command.

1. For necessary action.

Encl:
a/c

By Command of Lieutenant General Arnold

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

ARMY AIR
MAR 10 1942
AAG Received

Dispatched
MAR 11 1942
AAG

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

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Auth: 452.1 CDC

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OCD ltr
Auth: CG, FF
Initials: RHW
Date: 2-27-42

WAR DEPARTMENT

452.1 CDC - AVN

GENERAL HEADQUARTERS, U. S. ARMY
Army War College
Washington, D. C.

February 27, 1942.

SUBJECT: Spare parts for airplanes in Caribbean Defense Command.

TO : The Adjutant General, U. S. Army,
Washington, D. C.

1. Enclosed herewith is paraphrase copy of telegram, CDC 844, from the Commanding General, Caribbean Defense Command, requesting adequate spare parts for operation of B-17 type airplanes to be furnished that department.

2. Staff Officers of this headquarters recently inspected the Caribbean Defense Command and found a serious shortage of spare parts for all classes of airplanes operating in the Caribbean Theater. The situation was particularly critical with reference to the B-17 type airplanes which are operating from Guatemala City, Guatemala, and Salinas, Ecuador, flying daily patrols several hundred miles over water. It is essential that these patrols be kept operating for the defense of the Canal.

3. It is recommended that this information be forwarded to the Chief of the Air Forces for necessary corrective action. Due to the seriousness of this situation, corrective action should be taken without delay.

For the COMMANDING GENERAL:

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

Incl:
Para-copy of telegram
from CG, CDC

SUBJECT: Spare parts for airplanes in Caribbean Defense Command.

AG 452.1 (2-27-42)MSC 1st Ind. RPM/kh - 1705.

War Department, A.G.O., March 2, 1942 TO: Chief of the Army Air Forces.

For action as recommended in papragraph 3 of the basic communication and report.

By order of the Secretary of War

/stamped/ R. G. Hersey

Adjutant General.

1 Incl. n/c

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GENERAL HEADQUARTERS, U. S. ARMY,
Army War College,
Washington, D. C.

RADIOGRAM

FROM: CG, CLC SENT: Feb/26/42

TO: CG, EF, GHQ RECEIVED : Feb/27/42

PARAPHRASE

NO. CLC 844

Shortage of spare parts for B-17 airplanes essential to operation and inability to secure spare parts is keeping an undue number on the ground and interferring with patrol. Parts short are engines and accessories, magnetos, cylinder assemblies, generators, gaskets, propellers, instruments, landing gear assemblies, pumps and a large list of allied control parts. Parts now obtained by robbing other airplanes and repair rather than replacement, or by specific request which requires five days before delivery. Present stockage; engines four; tail surfaces none; landing gear assemblies none; tail wheels none; pistons none; wing tips none; generators four; blue prints for B dash seventeen E none. The existing shortages are too general and volumnious to specify. Recommend that due to wide dispersion of aircraft the Sixth Air Force be furnished a stockage of sufficient quantity spare parts in place of present hand to mouth existence.

SIGNATURE Andrews

/s/ Ralph H. Wooten

Paraphrased by: Ralph H. Wooten
Colonel, Air Corps
Asst. Air Officer.

Copies furnished to:
TAG
AG Secret Records
Avn Sec File
AVn Chrono File

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DOD 5200.
By [illegible]

DECLASSIFIED

RECEIPT

Date _____

Subject: Spare parts for airplanes in Caribbean Defense Command.

1. Received from Headquarters Army Air Forces 2nd Indorsement, above subject with inclosures as follows: Para-copy of telegram from CG, CDC.

_____
Officer Rank

_____
Office

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AAF/A-4
DPC

SUBJECT: Spare parts for airplanes in Caribbean Defense Command.

2nd Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
MAR 11 1942 To: Commanding General, Air Service Command.

1. For necessary action.

Incl:
n/c

By Command of Lieutenant General Arnold

SOC

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

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Cmd 452.1 CBC (12)

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6 Jan. & 20 June 1974
By [illegible] NC, Date 14 3-76

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AAF/A-4
DFG/emd
Written March 3, 1942.

Replacement Parts for Aircraft.

2d Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.,
MAR 6 1942
The Chief of the Air Corps.

1. Forwarded for necessary action.

2. It is requested that this office be advised of action taken.

By Command of Lieutenant General Arnold

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

U.S. ARMY AIR FORCES
MAR 5
AAF ARCHIVES
Dispatched
MAR 6 1942
AAG

452.1 C.A.C. (2)

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

AAF-39

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By [illegible] Date 9-7-76

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CDG-S 475.73

HEADQUARTERS CARIBBEAN DEFENSE COMMAND
Office of the Commanding General

Quarry Heights, Canal Zone
February 22, 1942.

SUBJECT: Replacement parts for aircraft.

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

1. It is urgently recommended that every effort be made to fill requisitions submitted by the Caribbean Air Force for replacement parts for aircraft.

2. In view of the limited number of planes assigned to the Caribbean theatre, the using agencies are doing everything possible to maintain a 100 percent commission status. The success of these efforts has been most commendable to date, insofar as applies to situations subject to local action. Recent investigation has revealed however, that many airplanes are rendered inactive due to the unavailability of spare parts which have been requested by special requisitions and follow-up communications. Pending the delivery of these requested supplies, the grounded planes are valueless as defense equipment.

3. The undersigned is particularly concerned over the inadequacy of heavy bombardment equipment now operating on off-shore patrol in the area Guatemala - Galapagos - Salinas. As has been pointed out on previous occasions, the total strength of aircraft available for this mission is insufficient to support an effectiveness of greater than 30 percent under the best possible operating conditions. With the operating strength of the units further reduced by supply difficulties beyond local control, the conduct of the reconnaissance screen, and consequently the security of the Panama Canal, is impaired to an alarming degree. High priority remedial action is required.

F. M. ANDREWS,
Lieutenant General, U. S. Army,
Commanding.

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AG 452.1 (Cmd Gen) (2-22-42) (3)

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SUBJECT: Replacement Parts for Aircraft.

452.1-CIC-D 1st Ind.

GENERAL HEADQUARTERS, U. S. ARMY, Army War College, Washington, D. C., February 25, 1942. TO: Chief of the Army Air Forces, Washington, D. C.

1. Your attention is invited to the basic communication from the Commanding General, Caribbean Defense Command.

2. It is requested that action on recommendations contained in General Andrews' letter be expedited and this office advised of action taken.

For the COMMANDING GENERAL:

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

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an 452.1 Caribb. Def. Cmd (2)

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5 Nov. & 20 June 1974
By dcl [illegible] Date 10-7-76

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R E C E I P T

DATE_ _ _ _ _ _ _ _ _ _ _ _ _ _ _

SUBJECT: Replacement Parts for Aircraft.

Received from Headquarters Army Air Forces, 2d Indorsement, above subject.

_ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _
Officer Rank

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AAF/A-3

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DOD Ltr
Sec. 6 20 June 1974
By [illegible] NARS, Date 10-7-77

FEB 27 1942

MEMORANDUM FOR THE COMMANDING GENERAL, FIELD FORCES, UNITED STATES ARMY

Subject: Aircraft Reinforcements for Army Garrisons.

1. This headquarters does not favorably consider the sending of a light bombardment squadron to the Caribbean Defense Command for the defense of Army air bases. The importance of the oil production in this area is appreciated, but the only immediate threat to Aruba is believed to be of a nature similar to the attack which was recently made. Such a threat cannot be properly countered by one squadron of light bombardment aviation. The aircraft best suited to submarine work are heavy or medium bombers equipped with search equipment. Eight aircraft of this type are allocated to the Caribbean Defense Command, and Panama and Puerto Rico have been given first and second priority respectively for the delivery of aircraft equipped for sea-search. Three B-18D airplanes are now enroute to Panama.

2. The assignment of one squadron of the 49th Bombardment Group to this mission would deprive the balance of this group of adequate aircraft for training. If every threat to the security of our coastal frontiers or to areas of the Western Hemisphere is met by the diversion of small detachments of our air forces which is still in the process of building, we will be continually denied the opportunity of building that air force up to the point where it possesses power to strike effectively. One purpose of these hostile attacks is to cause such diversion.

3. This headquarters believes that the best answer to the submarine menace in the Caribbean is in the provision of long-range aircraft equipped to operate against submarines. This is being accomplished as rapidly as equipment is produced and crews are trained. Any step now substituted is not believed warranted by the situation.

Dispatched
FEB 28 1942
AAG

By [illegible]
FEB 25 1942
AAG Received

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

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

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452.1 C.D.C (8)

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By [illegible] Date 12-7-76

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February 21, 1942.

Auth: [illegible]
Initials [illegible]
Date 2-21-42

MEMORANDUM FOR CHIEF OF ARMY AIR FORCE

SUBJECT: Aircraft Reinforcements for Aruba-Curacao.

1. It is recommended that one (1) Squadron of Light Bombardment (12 A-20-7 planes) be dispatched by air from the 14th Bombardment Group, Light (Hamgut Force) for duty with the Caribbean Defense Command for the defense of Aruba and Curacao and protection of oil barges in that vicinity.

2. Ground units to be furnished by the CO, GDC.

3. Request this headquarters be notified, as soon as practicable, of the decision made.

For the COMMANDING GENERAL:

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

G-3 SECTION

452.1 Confm. Mf. Comm (1)

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E.O. 12356 June 1994
by [illegible] Date 10-7-96

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AAF/A-3
TAL-ds

5th Ind.

WD, HQ ARMY AIR FORCES, Washington, D. C. To: The Adjutant General, Washington, D. C. written 2/21/42

1. All amphibian airplanes on Army contracts have been diverted to the Navy, and plans for the activation of amphibian squadrons have accordingly been placed in suspense.

2. It is expected that 14 OA-10's will be returned to the Army in August, but steps are being taken to secure the immediate return of two. If these two are obtained they will be immediately assigned to the 6th Bomber Command in Panama.

Inc. n/c

For the Chief of the Army Air Forces:

B. O. LEWIS
Major, Air Corps
Acting Assistant Air Adjutant General

41521 COC (4)

Dispatched
FEB 25 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
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Per Ltr dtd 29 June 1972
By [illegible] Date 8-7-76

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HEADQUARTERS
SIXTH BOMBER COMMAND, CARIBBEAN AIR FORCE
Albrook Field, Canal Zone

ETR/jte/mct
January 13, 1942.

File No.
452.1

SUBJECT: Miscellaneous Aircraft.

TO: Commanding General, Caribbean Air Force, Albrook Field, CZ.

1. These headquarters have been informed, reference paragraph 1, 2d Indorsement of attached correspondence (copy), that seven (7) OA-10 amphibian airplanes were allocated to the Panama Canal Department.

2. It has been necessary to establish a base for this command at a site that at present can be reached only by surface craft, long range seaplane or amphibian.

3. The immediate establishment of this base is of paramount importance, hence air transport service between the Canal Zone and this base site, becomes a necessity incidental to rapid construction.

4. Patrol Wing THREE is unable to do administrative flying for the Army, and still perform its assigned tactical missions.

5. Therefore, it is requested that delivery of two (2) OA-10 airplanes to the 6th Bomber Command, be expedited.

/s/ E. B. Lyon
E. B. LYON,
Brigadier General, U. S. Army,
Commanding.

1 Incl:
cy ltr Hq. 19th Wg.,
subj: "Miscellaneous Aircraft",
dated 5/10/41, w/3 Inds.

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9 Jan & 30 June 1976
By [illegible] Date 12-7-76

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CAF-452.1 P-37

HEADQUARTERS CARIBBEAN AIR FORCE, Albrook Field, Canal Zone, January 16, 1942
To Commanding General, Caribbean Defense Command, Quarry Heights, C. Z.

1. Approved.

2. Attention is invited to the "Revised Station List Caribbean Air Force" (2nd Avn Objective) forwarded from this headquarters to the Commanding General, Caribbean Defense Command, on October 16, 1941, in which an Amphibian Squadron was listed with station at Howard Field, Canal Zone and one at Borinquen Field, Puerto Rico.

3. It is recommended that these Amphibian Squadrons be activated without delay and that their personnel and equipment be sent from the United States.

/s/ Davenport Johnson
DAVENPORT JOHNSON,
Major General, U. S. Army
Commanding.

1 Incl
n/c.

CDC-S 452.1 Airplanes (1-13-42) 2nd Ind. / ww

HEADQUARTERS CARIBBEAN DEFENSE COMMAND, Quarry Heights, Canal Zone. January 21, 1942. To: The Commanding General, Field Forces, GHQ, Washington, D. C.

1. Approved.

2. The present need for this equipment is urgent.

For the Commanding General:

/s/ Thos B. Woodburn
THOS. B. WOODBURN,
Colonel, A.G.D.,
Adjutant General.

452.1/3 (GDC) (C)-Avn (1-13-42) 3rd Ind.

GENERAL HEADQUARTERS, U. S. ARMY, Army War College, Washington, D. C., February 6, 1942. TO: Chief of the Army Air Forces, Washington, D. C., (THRU: The Adjutant General, U. S. Army, Washington, D. C.)

1. Request that the equipment referred to in par. 5, basic communication, or the equivalent, be supplied at the earliest practicable date.

For the COMMANDING GENERAL:

L. DUEWEG
1st Lt., A.G.D.
Asst. Adjutant General

1 Incl
n/c

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SUBJECT: Miscellaneous Aircraft.

AG 452.1 (1-13-42)MSC 4th Ind. RPA/ihs-1705

War Department, A.G.O., February 9, 1942. - To: Chief of the Army Air Forces.

1 Incl. n/c

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By [illegible] NC Date 12-7-7

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HEADQUARTERS
NINETEENTH BOMBARDMENT WING, PCD AIR FORCE

File No.
452.1

A-1
Albrook Field, Canal Zone.
May 10, 1941.

SUBJECT: Miscellaneous Aircraft.

TO: Commanding General, Panama Canal Department Air Force,
Albrook Field, Canal Zone.

1. In accordance with T/BA dated December 1, 1940, units of the 19th Bombardment Wing are allotted miscellaneous aircraft for instrument training staff and rescue work as follows:

Amphibians	15th Air Base Squadron	1
	44th Reconnaissance Squadron	1
	7th Reconnaissance Squadron	1
Basic combat or single engine (2-place)	15th Air Base Squadron	3
	20th Materiel Squadron	3
	21st Materiel Squadron	3
	19th Bomb. Wing Hq & Hq Sqn.	1
Multi-Engine	19th Bomb. Wing Hq & Hq Sqn.	2
	TOTAL	15

2. Of this equipment units of the 19th Bombardment Wing now have miscellaneous aircraft as follows:

A-17	19th Bomb. Wing Hq & Hq Sqn.	1
	15th Air Base Squadron (Note)	1
	This airplane will probably remain at France Field).	
	6th Bomb. Gp. Hq & Hq Sqn.	1
	7th Reconnaissance Squadron	1
	44th Reconnaissance Squadron	1
	9th Bomb. Gp. Hq & Hq Sqn.	1
	TOTAL	6

3. It is desired to point out that the aircraft on hand, listed in paragraph 2, are not suitable from either an employment or maintenance standpoint and are fast approaching the end of their useful life.

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BASIC: Ltr fr CG, 19th Bomb Wg., dated 5/10/41, sub: "Miscellaneous Aircraft".

4. It is requested that priority be given to the assignment of miscellaneous aircraft to the 19th Bombardment Wing in accordance with T/BA, December 1, 1940, as follows:

Amphibians (Consolidated)	3
Basic Combat	10
Multi-Engine (Long Range-equipped for overwater navigation)	2
TOTAL	15

DOUGLAS B. NETHERWOOD,
Brigadier General, U. S. Army,
Commanding.

1st Ind. BJ-ndc

HEADQUARTERS CARIBBEAN AIR FORCE, Albrook Field, Canal Zone., July 16, 1941
To: Chief of the Air Corps, Washington, D. C.

The request for priority of assignment of miscellaneous aircraft as stated in paragraph 4, basic communication, is concurred in.

For the Commanding General:

ARTHUR B. McDANIEL,
Colonel, Air Corps,
Acting Chief of Staff.

2nd Ind. (8-C11)

WAR DEPARTMENT, OFFICE OF THE CHIEF OF THE AIR CORPS, Washington, D. C., July 31, 1941. To: Commanding General, Caribbean Air Force, Albrook Field, Canal Zone.

1. Seven OA-10 amphibian airplanes have been allocated Panama Materiel Division estimates indicate the first four of these airplanes will become available in December, 1941, and the three remaining airplanes in May, 1942.

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2. The shortage of basic combat and advanced training airplanes to meet the greatly accelerated pilot training program prevents assignment of subject airplanes at this time.

3. Multi-Engine requirements will for the present, have to be met from those airplanes now available in Panama.

For the Chief of the Air Corps:

WALTER F. KRAUS,
Colonel, Air Corps,
Executive,
Training & Operations,
Division.

452.2 3rd Ind. G-18

HEADQUARTERS CARIBBEAN AIR FORCE, Albrook Field, Canal Zone, August 13, 1941 -
To: Commanding Officer, Panama Air Depot, Rrance Field, Canal Zone, and
Commanding General, 19th Bombardment Wing, Albrook Field, Canal Zone.
IN TURN.

C. N. G.

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By [illegible] Date 10-7-76

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U.S. Army Air Forces
MAR 1 1942
ADJ GENERAL'S

SUBJECT: Miscellaneous Aircraft.

AG 452.1 (1-13-42)MSC 6th Ind. RPM/fm-1705.

War Department, A.G.O., February 27, 1942. - To: Commanding General, Field Forces.

Attention is invited to the preceding 5th Indorsement.

By order of the Secretary of War:

E. S. Hersey
Adjutant General.

1 Incl. n/c.

INFORMATION COPY TO: 1. Chief of the Army Air Forces, ref his 5th Ind, Air AG 452.1 Carib.Def.Com. To: TAG.

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~~CONFIDENTIAL~~ AG 452.1 C.D.C. (9)

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DOD Dirs.
6 Jun. & 30 June 1974
By dlw/ma, LC. Date 10-2-74

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452.1 C.A.D.C. (3)

Subject: Twin Engine Transport Airplanes. AAF/A-3 TaL-ds written 2/11/42

2nd Ind.

WD HQ ARMY AIR FORCES, Washington, D.C. FEB 14 1942 To: Commanding General, Field Forces, U.S. Army, G.H.Q., Army War College, Washington, D.C.

1. No Army airplanes of the C-45 type are available for reassignment at this time.

2. Attempts are being made by the Office, Chief of the Air Corps to procure two small twin-engine transports of a similar type, from civilian sources, to meet the request contained in the basic communication. Assignments will be made in accordance with request if and when these airplanes become available.

FOR THE CHIEF OF THE ARMY AIR FORCES

Dispatched FEB 14 1942 AAG

Hq. Army Air Forces FEB 12 AAG RECEIVED

Incl 1. n/c

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

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-MED	A-Insp.	Budget	Statistics	
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Air AG 452.1 Cant. Off. Comment (3)

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HEADQUARTERS CARIBBEAN DEFENSE COMMAND
Office of the Commanding General /ops

Quarry Heights, Canal Zone
January 20, 1942.

SUBJECT: Twin Engine transport airplanes.

TO: Commanding General, Field Forces, GHQ, Washington, D. C.

1. Upon the arrival of the B-39 airplane, it was found to be equipped for paraquute troops and the tactical requirement for this type airplane in Panama is so acute that it was considered essential to hold it for use with the parachute battalion.

2. The B-41 is a single engine, 150 horsepower, four passenger, light airplane, and is not suitable for the long overwater flights necessary to be made by the Commanding Generals of the Puerto Rico and Trinidad Sectors. Such light airplanes were evidently assigned to the Caribbean Air Force in response to request made in letter Headquarters Caribbean Air Force to Chief, Army Air Forces, subject, "Miscellaneous Aircraft," copy attached.

3. The situation in the Caribbean Theater requires that all available paraquute transports be held in the Panama Sector and, due to the dispersed of units, all freight transports are required by the supply system. Additional freight transports are urgently required for supply of all three Sectors.

4. As stated in the basic letter, the Commanding Generals of the Puerto Rico and Trinidad Sectors require air transportation, and airplanes of the Caribbean Air Force cannot be made available due to the tactical and supply situation. It is therefore again recommended that each Sector Commander be assigned one small twin-engine transport airplane similar to the B-45 type.

For the Commanding General:

/s/ Thos B. Woodburn
THOS. B. WOODBURN,
Colonel, A. G. D.,
Adjutant General.

1 Incl
Ltr Hq Car to Chief,
Army Air Forces, subj. "Miscl.
Aircraft.", 9-29-41.

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E Sec. 6 20 June 1974
By [illegible] NARS, Date 10-2-78

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452.1/4 (WPD)(C)-dwm
(1-30-42)

1st Ind.

GENERAL HEADQUARTERS, U. S. ARMY, Army War College, Washington, D. C., February 5, 1942. TO: The Chief of the Army Air Forces, Munitions Building, Washington, D. C.

Request consignment of airplanes requested in basic communication be made.

For the COMMANDING GENERAL:

1 Incl. n/c

J. R. DRYDEN
Major, AGD.,
Assistant Adjutant General

FEB 6 1942
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AG 452.1 Civil Defense (2-5-42)

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By [illegible] LC Dwale 7-1-76

HEADQUARTERS CARIBBEAN AIR FORCE
Office of The Commanding General

B-2

Albrook Field, Canal Zone
September 29, 1941

373.04

SUBJECT: Miscellaneous Aircraft

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

1. The Caribbean Air Force is being called on for air transportation to and from various outlying Army Stations in the Republic of Panama and in the Puerto Rican and Trinidad areas, most of which are accessible only by a two to six day round-trip by seaworthy boat. Some of these requests are emergency. An increase in all such requests is imminent as more outlying installations are manned. These stations should have air transportation available to them, both on a schedule and in an emergency. However, the terrain at the majority of the stations is such that only small landing fields are available or are practicable of construction. Our present available aircraft are unsuitable for such missions:

a. Primarily, such use of tactical equipment is a misuse.

b. The O-49 has the required flying characteristics but is not suitable from the standpoint of carrying-capacity.

c. The A-17 requires too long a field for most of the stations and is not suitable from a carrying-capacity standpoint.

d. Amphibian type airplanes, in some cases, cannot land within thirty miles of the stations.

2. It is recommended that ten (10) small airplanes of the following specifications and performance be secured for these missions:

a. A minimum take off run.
b. A minimum landing roll.
c. Capable of carrying a pay load of about 700 pounds.
d. Range of about 700 miles.
e. Landing speed under 50 m.p.h.

3. The following airplanes are listed in order of suitability, and are about the type of airplane needed. Used or second hand airplanes would be satisfactory if in good condition:

Incl #1

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DOD Dir. 5 Jan. & 28 June 1974
By ... Date 12-1-76

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373.04 Ltr. Hq. CAF, 9/29/41

a. Beechcraft K & F with 330 hp Jacobs engine.
b. Cessna Airmaster with 165 hp Warner engine.
c. Beechcraft D with 450 hp Wright or Pratt & Whitney engine.
d. Waco Model S with 265 hp Jacobs engine.
e. Fairchild F 24-W-41 with 165 hp Warner engine.

For the Commanding General:

ARTHUR E. McDANIEL
Colonel, Air Corps
Acting Chief of Staff.

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By Jap. & 20 June 1974
By ali-lne LC Date 8-7-74

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AAF/A-3
DWH:mld
2/23/42

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FEB 26 1942

FEB 26 1942

SUBJECT: Mapping Airplanes to the Caribbean Defense Command.

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

1. It is directed that the necessary orders be issued to send twelve (12) A-29 mapping airplanes of the 3rd and 4th Mapping Squadrons to the Caribbean Defense Command to accomplish necessary charting and intelligence photography. It is contemplated that in the near future these airplanes will be used for charting in Central and South America. To permit the airplanes to move into areas where good weather prevails, it will be necessary that they remain under the control of the Air Force Combat Command. The initial disposition of the airplanes will be as follows:

(a) Six (6) to the Panama Sector.
(b) Three (3) to the Puerto Rican Sector.
(c) Three (3) to the Trinidad Sector.

2. Upon completion of the necessary mapping and intelligence photography, airplanes will be returned to their respective organizations.

3. Procurement number for this project is AC 4 P 85-06 A 0705-2. Upon completion of the project a report will be rendered to the Director of Photography giving the following information:

Dispatched
FEB 26 1942
AAG

Hq. Army Air Forces
FEB 25 1942
AAG RECEIVED

(a) Name, description and authorization of project, including a statement as to whether a military or non-military project.

(b) Cost of photographic material used.

(c) Cost of gasoline, oil, oxygen and other supplies used.

(d) Itemization of emergency expenses incurred such as transportation of personnel, equipment [illegible] flying fields used.

Director of Photography

452.1 C.D.C. (2)

HEADQUARTERS ARMY AIR FORCES									
Chief of Staff	Sec'y Air Staff	A.A.G.	[illegible]						

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AAF 19

Air AG 452.1 C.D.C. (2)

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AAF/A-3
DWH:mld

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Written 2/23/42

(e) Per diem expenses for officers and enlisted personnel.

(f) Type of aircraft used and total flying time involved.

(g) Number of square miles photographed.

(h) Total cost.

(i) Cost per square mile.

(j) Prints delivered to: Date

(k) Negatives delivered to: Date

By Command of Lieutenant General Arnold

Incls.
L&r fr GHQ, U. S. Army/War College to Chief, Army Air Forces, 1/16/42, subj.Photographic aviation; with 3 incls. #1-WPD memo 1/3/42
#2-GHQ Radiogram #32 1/5/42
#3-CDC Radiogram #142 1/10/42

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

HEADQUARTERS ARMY AIR FORCES						COORDINATION					
Chief of Staff	Sec'y Air Staff	AAG	A-1	A-2	A-3	A-4	A-WPD	A-tr.sp	Budget	S-a [illegible]	
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AAF 39

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DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NC, Date 12-7-76

Subject: Photographic Aviation. ~~SECRET~~

DECLASSIFIED

2 Dir/Photo A-3 1942
AAF AAF 2/19

1. Airplanes of the Mapping Group were allocated for the express purpose of performing aeronautical charting photography This priority was set by the Chief of the Army Air Forces. Airplanes and personnel of this Group will not be diverted from this primary mission.

2. The Commanding Gneeral of the Air Force Combat Command is being directed to perform aeronautical charting missions as required by the Map Section, OCAC. Funds are available in the Fiscal Division, OCAC, for this purpose. The Fiscal Division, OCAC, had informed the undersigned that they will reallocate these funds to the AFCC upon application.

3. To place the airplanes, as requested in basic communication, under complete control of the Commanding General, Caribbean Defense Command, would allow these airplanes to be utilized on other missions such as intelligence photography, photography of posts, dams and stations, and etc. There is no objection to these airplanes performing other missions than aeronautical charting photography, but such other missions will not interfere with the primary mission.

4. It is requested that this correspondence be forwarded to the Commanding General of the Air Force Combat Command with directive directing that the Detachments from the 3rd and 4th Mapping Squadrons be dispatched to the Caribbean theatre to work initailly as follows:

a. 3rd Photographic Sq/ - To be initially based at Trinidad or such other base as is suitable for operations. As photographic work progresses and permission from South American countries concerned is obtained, bases to be shifted as indicated by operations.

b. 4th Photographic Sq. - To be initially based in the Canal Zone or at such other base as indicated by the Commanding Gneral of the Caribbean Defense Command. As photographic work progresses and permission from Central or South American countries is obtained, bases to be shifted as indicated by operations.

Incl. n/c

M. W. K.
Lt. Col., Air Corps.
Director of Photography

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DOD Dirs
E.O. 12356 & 30 June 1994
By dwm NARA Date 10-7-96

HEADQUARTERS ARMY AIR FORCES

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ROUTING AND RECORD SHEET

File No.....

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

Tally No. AAF A/3-69.....

SUBJECT: Photographic Aviation.

NO	FROM	TO	DATE	COMMENTS	AAF/A-3 DWH:dah
1	AAF A-3	AAF Dir/ Photo.	1942 2/14/	For procurement authority. HSV C/A-3 1 Incl. Ltr/GHQ,U.S. Army, War College to Ch/AAF, 1/16/42, subj.-as above, with 3 incls. #1-WPD memo 1/3/42 #2-GHQ Radiogram #32 1/5/42 #3-CDC Radiogram #142 1/10/42	
2	Dir/Photo AAF	A-3 AAF	1942 2/19	1. Airplanes of the Mapping Group were allocated for the express purpose of performing aeronautical charting photography. This priority was set by the Chief of the Army Air Forces. Airplanes and personnel of this Group will not be diverted from this primary mission. 2. The Commanding General of the Air Force Combat Command is being directed to perform aeronautical charting missions as required by the Map Section, OCAC. Funds are available in the Fiscal Division, OCAC, for this purpose. The Fiscal Division, OCAC, has informed the undersigned that they will reallocate these funds to the AFCC upon application. 3. To place the airplanes, as requested in basic communication, under complete control of the Commanding General, Caribbean Defense Command, would allow these airplanes to be utilized on other missions such as intelligence photography, photography of personnel camps and stations, and etc. There is no objection to these airplanes performing other missions than aeronautical charting photography, but such other missions will not interfere with the primary mission. 4. It is requested that this correspondence be forwarded	

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Page No. 1

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DECLASSIFIED
DOD Dir. 5 Jan. & 20 June 1974
By [illegible] NARS, Date 10-7-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No. . . . . .

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

Tally No. AAF . . . . . .

SUBJECT: Photographic Aviation.

NO.	FROM	TO	DATE	COMMENTS
2 (Continued)				to the Commanding General of the Air Force Combat Command with directive directing that the Detachments from the 3rd and 4th Mapping Squadrons be dispatched to the Caribbean theatre to work initially as follows: a. 3rd Photographic Sq. - To be initially based at Trinidad or such other base as is suitable for operations. As photographic work progresses and permission from South American countries concerned is obtained, bases to be shifted as indicated by operations. b. 4th Photographic Sq. - To be initially based in the Canal Zone or at such other base as indicated by the Commanding General of the Caribbean Defense Command. As photographic work progresses and permission from Central or South American countries is obtained, bases to be shifted as indicated by operations. Incl. n/c M. W. K. Lt. Col., Air Corps, Director of Photography.

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

Page No. _____

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E.O. 12...
By ... NARS, Date 10-7-96

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2 Air/Photo A-3 1942
AAF AAF 2/19

1. Airplanes of the Mapping Group were allocated for the express purpose of performing aeronautical charting photography. This priority was set by the Chief of the Army Air Forces. Airplanes and personnel of this Group will not be divided from this primary mission.

2. The Commanding General of the Air Force Combat Command is being directed to perform aeronautical charting missions as required by the Map Section, OCAC. Funds are available in the Fiscal Division, OCAC, for this purpose. The Fiscal Division, OCAC, has informed the undersigned that they will reallocate these funds to the AFCC upon application.

3. To place the airplanes, as requested in basic communication, under complete control of the Commanding General, Caribbean Defense Command, would allow these airplanes to be utilized on other missions such as intelligence photography, photography of ports, camps and airdromes, and etc. There is no objection to these airplanes performing other missions than aeronautical charting photography, but such other missions will not interfere with the primary mission.

4. It is requested that this correspondence be forwarded

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DOD Dir. 5200.9
Pursuant to EO June 1974
By [illegible] NARS Date 10-7-14

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Photographic Aviation.

2 (Continued) to the Commanding General of the Air Force Combat Command with directive directing that the Detachments from the 3rd and 4th Mapping Squadrons be dispatched to the Caribbean theatre to work initially as follows:

a. 3rd Photographic Sq. - To be initially based at Trinidad or such other base as is suitable for operations. As photographic work progresses and permission from South American countries concerned is obtained, bases to be shifted as indicated by operations.

b. 4th Photographic Sq. - To be initially based in the Canal Zone or at such other base as indicated by the Commanding General of the Caribbean Defense Command. As photographic work progresses and permission from Central or South American countries is obtained, bases to be shifted as indicated by operations.

Incl. n/c

M. W. K.
Lt. Col., Air Corps,
Director of Photography.

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CCD ltrs.
E.O. 12356, Sec. 3.3
By [illegible] NARS, Date 10-7-96

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DATE _____

SUBJECT: Mapping Airplanes to the Caribbean Defense Command.

Received from the Office, Chief of the Army Air Forces, one letter, subject as above, for the Commanding General, Air Force Combat Command, Bolling Field, D. C., February 24, 1942.

_____
Officer Rank

Incls.
#1 Cy Ltr to C/AAF, 1/16/42
#2 Cy Memo for G-2, GHQ 1/3/42
#3 Cy Radio to C.G., C.D.C. 1/5/42
#4 Cy Radio to C.G., Field Forces 1/10/42

_____
Office

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DOD Dir
By [illegible] Date 12-7-76

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452.1 CDC (2)

2 Dir/Plans A-3 1942
AAF AAF 2/19

1. Airplanes of the Mapping Group were allocated for the express purpose of performing aeronautical charting photography. This priority was set by the Chief of the Army Air Forces. Airplanes and personnel of this Group will not be divided from this primary mission.

2. The Commanding General of the Air Force Combat Command is being directed to perform aeronautical charting missions as required by the Map Section, OCAC. Funds are available in the Fiscal Division, OCAC, for this purpose. The Fiscal Division, OCAC, has informed the undersigned that they will reallocate these funds to the AFCC upon application.

Distrib
FEB 20
AAG

3. To place the airplanes, as requested in basic communication, under complete control of the Commanding General, Caribbean Defense Command, would allow these airplanes to be utilized on other missions such as intelligence photography, [illegible], target, escort and [illegible], and etc. There is no objection to these airplanes performing other missions than aeronautical charting photography, but such other missions will not interfere with the primary mission.

4. It is requested that this correspondence be forwarded

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AAF-20

452.1 CDC (2)

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DOD Dir 5 200 June 1974
By [illegible] NC, Date 10-1-76

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Photographic Aviation.

2 (Continued)

to the Commanding General of the Air Force Combat Command with directive directing that the Detachments from the 3rd and 4th Mapping Squadrons be dispatched to the Caribbean theatre to work initially as follows:

a. 3rd Photographic Sq. - To be initially based at Trinidad or such other base as is suitable for operations. As photographic work progresses and permission from South American countries concerned is obtained, bases to be shifted as indicated by operations.

b. 4th Photographic Sq. - To be initially based in the Canal Zone or at such other base as indicated by the Commanding General of the Caribbean Defense Command. As photographic work progresses and permission from Central or South American countries is obtained, bases to be shifted as indicated by operations.

Incl. n/c

M. W. K.
Lt. Col., Air Corps,
Director of Photography.

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	

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DOD Dir. 5 200.9 and 30 June 1954
By [illegible] NARS, Date 10-2-76

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A/3-69

Photographic Aviation.

AAF/A-3
DMH:dab

1 AAF A-3 AAF Dir/ Photo. 1942 2/14/

For procurement authority.

RSV
C/S-3

1 Incl.
Ltr/GHQ,U.S. Army,
War College to Ch/AAF,
1/16/42, subj.-as above,
with 3 inels.
#1-WPD memo 1/3/42
#2-GHQ Radiogram #32
1/5/42
#3-CDC Radiogram #142
1/10/42

HEADQUARTERS ARMY AIR FORCES						COORDINATION				
Chief of Staff	Sec'y Air Staff	A A G	A 1	A 2	A-3	A WPD	A-4 & Tr sp	Budget	Sa [illegible]	
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DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NC. Date 10-7-76

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GENERAL HEADQUARTERS, U. S. ARMY
ARMY WAR COLLEGE
WASHINGTON, D. C.

~~SECRET~~
Auth: CG, [illegible]
Initials [illegible]
Date: 1/16/42.

IN REPLY REFER TO:
004.5/2 (CDC) (C)-B

DECLASSIFIED

January 16, 1942.

SUBJECT: Photographic aviation.

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

1. It is understood that the Army Air Forces has completed arrangements for the dispatch of three (3) mapping planes to Haiti for certain aerial mapping work.

2. At a conference at this headquarters between the Commanding Officer of the First Mapping Group and the Air Support Officer, it was agreed that major elements of the First Mapping Group should be dispatched to the Caribbean Defense Command for the purpose of completing the necessary mapping photography required in the preparation of aeronautical charts and strategic maps, and for such other photography as may be required of selected areas. It was also agreed that eighteen (18) special mapping airplanes could be so dispatched.

3. The Commanding General, Caribbean Defense Command recommends that the eighteen (18) planes be allocated as follows:

Twelve (12) to the Panama Sector
Three (3) to the Puerto Rican Sector
Three (3) to the Trinidad Sector

4. In a memorandum to the G-2, GHQ, the War Plans Division, War Department, outlined the status of authority to make aerial photographs in Central and South America. Copy of this memorandum is attached.

5. It is recommended that at least eighteen (18) mapping planes be dispatched to the Caribbean Defense Command in accordance with the recommendations of the Commanding General, Caribbean Defense Command, and that he be charged with responsibility for securing necessary photographs required in the preparation of aerial charts and strategic maps in the area of the Caribbean Defense Command and contiguous countries which have authorized this work.

JAN 18 1942
AAG Received

For the COMMANDING GENERAL:

Incl. (3)
#1 - WPD memo 1/3/42
#2 - GHQ Radiogram #32 1/5/42
#3- CDC Radiogram #142 1/10/42

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CLYDE L. HYSSONG
Lt. Col., A.G.D.,
Adjutant General.

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

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Auth: OCS, WD.
Initials C.L.H
Date: 1/16/42.

January 16, 1942.

004.5/2 (CDC) (C)-8

SUBJECT: Photographic aviation.

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

1. It is understood that the Army Air Forces has completed arrangements for the dispatch of three (3) mapping planes to Haiti for certain aerial mapping work.

2. At a conference at this headquarters between the Commanding Officer of the First Mapping Group and the Air Support Officer, it was agreed that major elements of the First Mapping Group should be dispatched to the Caribbean Defense Command for the purpose of completing the necessary mapping photography required in the preparation of aeronautical charts and strategic maps, and for such other photography as may be required of selected areas. It was also agreed that eighteen (18) special mapping airplanes could be so dispatched.

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For the COMMANDING GENERAL:

JAN 18 1942
AAG Received

Incl. (3)
#1 - WPD memo 1/3/42
#2 - GHQ Radiogram #32 1/5/42
#3- CDC Radiogram #142 1/10/42

CLYDE L. HYSSONG
Lt. Col., A.G.D.,
Adjutant General.

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Auth: 452 OCE (1)

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DOD Dir. 5 Nov. & 20 June 1974
By: C&R/Dir. J.C. Date 12-7-76

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~~CONFIDENTIAL~~

W. P. D., G. S.

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

WPD 4115-78

January 3, 1942.

MEMORANDUM FOR G-2, GHQ:

Subject: Permission to Photograph in Latin American Republics.

1. The State Department, on December 13, was requested (in addition to free flight privileges and permission to station Air Corps detachments in certain republics) to obtain the following with respect to photography.

"Permission to photograph the territory of the countries concerned as may be necessary from a tactical viewpoint or as may be desirable for the compilation of air navigation charts."

2. This permission has been accorded by the following countries:

Guatemala	Costa Rica
Honduras	Cuba
El Salvador	Haiti
Nicaragua	Dominican Republic
Ecuador	

3. Colombia.

a. On or about December 24, in a conversation with the U.S. Ambassador in Colombia, President Santos "observes that, according to our staff agreement, provision is made for the securing of photographs from Colombia when the request is made. The President suggests that we make several requests of this nature soon so that the process may be put in working order. Furthermore, when I (the U.S. Ambassador) remarked that emergency situations might eventuate in which it would be vital to secure photographs with all possible speed, allowing for sufficient time to follow the procedure laid down in staff agreements, Santos replied that without doubt we could take such photographs and he would be cognizant of the fact that they were being taken. He added, however, that once again it was better not to have anything in writing." (Extract from State Department telegram No. 715, from U.S. Ambassador, Bogota.)

b. In view of the substance of the statement above beginning "Furthermore, when I remarked, etc.", it is believed that the C.G., C.D.C., should be authorized to initiate arrangements direct with the local U.S. Diplomatic Mission in Colombia.

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4. Venezuela has been asked for permission but has not yet replied. The Department of State is at present continuing efforts to obtain permission to photograph as well as free flight and Air Corps detachment permission.

In the above countries except for Venezuela, photographic work can now be carried on by the United States Army. As much advanced notification as possible should be given. Arrangements should be made direct by the Commanding General, Caribbean Defense Command, through the local U.S. diplomatic representative.

5. The above mentioned countries are those of whom reiterated requests for photography privileges were made with the Department of State December 13, 1941.

The status of the remaining countries is as follows:

a. Mexico and Brazil:

This request has not been pushed due to other more urgent requirements. It is not likely to be obtained soon.

b. Chile:

In staff agreement of 1940, agrees to furnish photographs if told of the importance and nature of intended use of same. Diplomatic request will be necessary.

c. Bolivia and Paraguay:

Agree to staff conference of 1940 to give the required permission if approached through diplomatic channels. There will probably be no difficulty here.

d. Peru:

In staff agreement of 1940, agreed to allow the United States Army Mission to take any desired photographs if permission is requested through diplomatic channels.

e. Uruguay:

No permission was ever requested from this country. It was probably inadvertently left out in the staff agreement of 1940 and no action has been taken since. Permission, at least through diplomatic channels, could probably be obtained.

f. Argentina:

No staff agreement signed in 1940. Present staff conferences do not contemplate making this request due to other more urgent objectives. Improbable that permission will be obtained at any time.

g. Panama:

No request made. Present situation considered satisfactory.

HENRY A. BARBER, Jr.,
Lieut. Colonel, G. S. C.

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DOD Dirs. 5200.9 & 5200.10 June 1974
By dlp/nara Date 10-7-76

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~~CONFIDENTIAL~~
W. P. D., G. S.

WPD 4115-76 January 3, 1942.

MEMORANDUM FOR G-2, GHQ:

Subject: Permission to Photograph in Latin American Republics.

1. The State Department, on December 19, was requested (in addition to free flight privileges and permission to station Air Corps detachments in certain republics) to obtain the following with respect to photography.

"Permission to photograph the territory of the countries concerned as may be necessary from a tactical viewpoint or as may be desirable for the compilation of air navigation charts."

2. This permission has been accorded by the following countries:

Guatemala	Costa Rica
Honduras	Cuba
El Salvador	Haiti
Nicaragua	Dominican Republic
Ecuador	

3. Colombia.

a. On or about December 24, in a conversation with the U.S. Ambassador in Colombia, President Santos "observed that, according to our staff agreement, provision is made for the securing of photographs from Colombia when the request is made. The President suggests that we make several requests of this nature soon so that the process may be put in working order. Furthermore, when I (the U.S. Ambassador) requested that emergency situations might eventuate in which it would be vital to secure photographs with all possible speed and allowing for sufficient time to follow the procedure laid down in staff agreements, Santos replied that without doubt we could take such photographs and he would be cognizant of the fact that they were being taken. He added, however, that once again it was better not to have anything in writing." (Extract from State Department telegram No. 715, from U.S. Ambassador, Bogota.)

b. In view of the substance of the statement above beginning "Furthermore, when I remarked, etc.", it is believed that the C.G., G.H.Q., should be authorized to initiate arrangements direct with the local U.S. Diplomatic Mission in Colombia.

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4. Venezuela has been asked for permission but has not yet replied. The Department of State is at present continuing efforts to obtain permission to photograph as well as free flight and Air Corps detachment permission.

In the above countries except for Venezuela, photographic work can now be carried on by the United States Army. As much advanced notification as possible should be given. Arrangements should be made direct by the Commanding General, Caribbean Defense Command, through the local U.S. diplomatic representative.

5. The above mentioned countries are those of whom reiterated requests for photography privileges were made with the Department of State December 13, 1941.

The status of the remaining countries is as follows:

a. Mexico and Brazil:

This request has not been pushed due to other more urgent requirements. It is not likely to be obtained soon.

b. Chile:

In staff agreement of 1940, agrees to furnish photographs if told of the importance and nature of intended use of same. Diplomatic request will be necessary.

c. Bolivia and Paraguay:

Agree to staff conference of 1940 to give the required permission if approached through diplomatic channels. There will probably be no difficulty here.

d. Peru:

In staff agreement of 1940, agreed to allow the United States Army Mission to take any desired photographs if permission is requested through diplomatic channels.

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No permission was ever requested from this country. It was probably inadvertently left out in the staff agreement of 1940 and no action has been taken since. Permission, at least through diplomatic channels, could probably be obtained.

f. Argentina:

No staff agreement signed in 1940. Present staff conferences do not contemplate making this request due to other more urgent objectives. Improbable that permission will be obtained at any time.

g. Panama:

No request made. Present situation considered satisfactory.

HENRY A. BARBER, Jr.,
Lieut. Colonel, G. S. C.

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WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

[redacted]

Subject: Photography in Latin American Republics.

Date [redacted]

	G-1	G-2	G-3	G-4	Air Surg	
	WPD	OMGB	OPD	ASWA	CG	Army
	ASF	Navy	SGO	PRS	AG	Army Corps
	TA	CAC	CAC	SPSIS	OD	CA
	PMGO	CMO	AF	FTF	CO	Dept.
	TAG	CWS	TC	S/S		

	Comment or recommendation		Necessary action
	Draft of reply		Information for reply
	Direct reply		Initial and forward
	Prepare reply for signature of		Necessary action
	Forward		Information and return
	Recommendation		Noted
	Note and file		

Brief Form	Radio	Air Mail	Special Action Ltr	Letter

Herewith latest data above subject as requested by Col. Hebbett.

[redacted]
Lieut. Colonel, G. S. C.

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DECLASSIFIED
DOD Dir. 5 Jan. & 30 June 1974
By [illegible] NARS, Date 12-1-76

~~CONFIDENTIAL~~

DECLASSIFIED

RADIOGRAM

FROM: C.G., FIELD FORCES SENT: JAN 5/42

TO: C.G., C.D.C. REC'D:

PARAPHRASE

NO. 32

Message:-

The following countries have granted permission to the United States to take aerial photographs in their territory:

Guatemala
El Salvador
Nicaragua
Honduras
Ecuador
Cuba
Costa Rica
Dominican Republic
Haiti

It is probable that Colombia will authorize photography later. Venezuela has not replied to our request.

This headquarters and the War Department feel that aerial photography should be decentralized to you. Approximately 18 photographic planes are now available. It has been suggested by the Army Air Support Command that approximately 6 planes be allotted the Puerto Rican sector and 12 to the Panama sector, the latter number to be divided between the area Colombia-Ecuador and between Central America. Your recommendations on this are requested.

Marshall

Paraphrased by: H. V. Canan,
Lt. Col., G.S.C.

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DECLASSIFIED
DOD Dir. 5200.9
1 Jan. & 20 June 1974
By Alan Scott, OSD, Date 11-27-76

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DECLASSIFIED

RADIOGRAM

FROM: Commanding General C.D.C. SENT: Jan 10, 1942 546PM

TO: Commanding General Field Forces, GHQ. RECEIVED: Jan. 11, 1942 247AM

PARAPHRASE

No. 142.

Answering your radio No. 32, January 5, it is recommended that 18 photographic planes be distributed as follows:

Panama	12	Porto Rico	3
Trinidad	3		

Andrews

Paraphrased by: B. A. DICKSON,
Major, G.S.C.

Copies furnished to: G-2, GHQ
Adjutant General, GHQ
G-3, GHQ
Air Office.

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DOD 5200
9 Sept. 6, 26 June 1974
By [illegible] NCI, Date Apr 7-76

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AAF/A-3
TAL-ds

written 3/3/42

MAR 6 1942

452.1 Central America (3)

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-2:

Subject: Assistant Military Attache for Air in Central America.

1. Reference is made to memorandum dated March 2, 1942, from G-2 to Chief of Army Air Forces, under this subject, requesting an A-17A airplane for use of Lt. Colonel Haight.

2. A directive has been issued to the Chief of the Air Corps to transfer A-17A airplane, Serial No. 36-207 from 1st Staff Squadron, Bolling Field, to Assistant Military Attache for Air in Central America, at Tegucigalpa, Honduras, to meet this request.

3. This airplane is now available at Bolling Field. It is understood that Lt. Colonel Haight will ferry it to its new station.

FOR THE CHIEF OF THE ARMY AIR FORCES

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

1 Incl.
Memo frm G-2 to CAAF
3/2/42 subj as abv

Dispatched — Hq. Army Air
MAR 6 1942 — MAR 4 1942
AAG — AAG Recei[illegible]

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

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452.1 Central America (2)

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WAR DEPARTMENT
War Department General Staff
Military Intelligence Division G-2
Washington

March 2, 1942

Memorandum for the Chief, Army Air Forces.

Subject: Assistant Military Attache for Air in Central America.

Lieutenant Colonel Edward M. Haight is to proceed to Central America for duty as Assistant Military Attache for Air assigned to Guatemala, Honduras, Salvador, Nicaragua, and Costa Rica.

It is requested that a plane be furnished Colonel Haight to enable him to carry out his duties. It is understood that an A 17 A is available for this purpose. Information is requested as to when a plane can be assigned.

For the A.C. of S., G-2:

RALPH C. SMITH,
Executive Officer, G-2,
Colonel, General Staff.
/s/ T. E. Roderick
T. E. RODERICK
Colonel, G.S.C.
Asst. Executive Officer, G-2

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DOD Dir. 5 200.10 June 1974
By [illegible] NLC, Date 10-7-24

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March 3, 1942

Subject: Assistant Military Attache for Air in Central America.

Received from Headquarters, Army Air Forces, memorandum for the Assistant Chief of Staff, G-2, subject as above, dated with Memorandum from G-2 to the Chief of the Army Air Forces, dated March 2, 1942, subject as above.

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NND Hts.
8 June 1974
By ADL/NARS Date 6-7-74

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AG 9/A-3
TAL-Ho

MAR 6 1942

written 3/3/42

SUBJECT: Transfer of A-17A Airplane to Central America.

TO: The Chief of the Air Corps.

1. You are directed to transfer A-17A airplane, Serial No. 36-207, from 1st Staff Squadron, Bolling Field to Assistant Military Attache for Air in Central America, Tegucigalpa, Honduras.

2. Lt. Colonel Edward M. Haight, who is being ordered to this assignment, will receipt for the airplane at Bolling Field and ferry it to its new station.

3. This confirms verbal instructions to Mr. Jansen, Air Service Command, given on March 3, 1942.

By Command of Lieutenant General Arnold

R. C. LEWIS
Major, Air Corps
Acting Ass't Air Adjutant General

Dispatched
MAR 6 1942
AAG

MAR 4 1942
AAG Received

4521.1 Central America D

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
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DOD Dir. 5200.9 Sec. 4 & 21 June 1974
By [illegible] NARS, Date 8-7-74

~~CONFIDENTIAL~~

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To: Deputy Chief of Air Staff

Date: 9 Mar 1948

From: AC/AS Plans (Munitions Assignments Committee - Air)

Comment No. 4
MAC-serial 74655

Attached draft of letter addressed to Mr. Adolf A. Berle, Jr., Assistant Secretary of State, prepared for Mr. Lovett's signature.

G. C. [illegible],
Brigadier General, U. S. A.,
Chief, Logistical Plans Division.

Incl w/c
Addsd draft ltr to
Mr Berle prep'd for
Mr Lovett signature

452.1 Chile (1)

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Au ds 4-2-1 Chile (1)

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DOD Dir. 5 [illegible] 20 June 1974
By [illegible] NC, Date 28 [illegible] 74

DECLASSIFIED

Possible Replacement of Chilean Air Line Passenger Transport Destroyed While Attempting Earthquake Relief Flight

AC/AS, ROMR

7 Mar 44

Deputy Chief of Air Staff

RMP/ovm/6371

1. Allocation of a C-60 type aircraft to Chile is approved.

2. Please prepare reply.

HOYT S. VANDENBERG,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incl n/c

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DOD Dir.
By [illegible] NC Date 12-1-74

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SUBJECT: Possible Replacement of Chilean Air Line Passenger Transport Destroyed While Attempting Earthquake Relief Flight.

TO: AC/AS - Operations, Commitments & Requirements DATE: 26 Feb 1944

FROM: Deputy Chief of the Air Staff COMMENT NO. 1
WDB/ln/3458

1. For recommendation on attached regarding the availability of a used C-60 type Lockheed transport.

Encl:
Ltr to Mr. Lovett,
19 Feb 44, frm A.A.
Berle, Jr, w/1 Encl.

WILLIAM R. HURT
Lt. Colonel, G. S. C.
Asst Secretary, Air Staff

TO: Deputy Chief of Air Staff (General Vandenberg) DATE: MAR 4 1944

FROM: AC/AS, Operations, Commitments, and Requirements COMMENT NO. 2
JJG'S/322/6109

1. Due to the cancellation of the production of C-60 type aircraft in December 1943, there is a limited number of this type within the Training Command and the Air Transport Command. These airplanes are required for navigation training purposes, as glider tugs, and for the air transportation of ferry pilots. However, in view of the matter comma mentioned in basic communication, one (1) C-60 type aircraft can be made available from Army Air Forces stock.

Attach
n/c

H. A. CRAIG
Brigadier General, USA
Asst. Chief of Air Staff
Operations, Commitments & Requirements

AFROM _____

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DOD Dir. 5200.9
Sec. 4 (d) June 1974
By [illegible] NLC Date 10-7-96

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Possible Replacement of Chilean Air Line Passenger Transport Destroyed While Attempting Earthquake Relief Flight.

AC/AS - Operations, Commitments & Requirements — 26 Feb 1944

Deputy Chief of the Air Staff — 1

RRB/ia/6458

1. For recommendation on attached regarding the availability of a used C-60 type Lockheed transport.

Incl:
Ltr to Mr.Lovett,
19 Feb 44, frm A.A.
Berle, Jr, w/1 Incl.

Dispatched
26 FEB
AAF

WILLIAM R. BURT
Lt. Colonel, G. S. C.
Asst Secretary, Air Staff

452.1 Chile (11)

[illegible] 26 Feb 44

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AAG 452.1 Chile (11)

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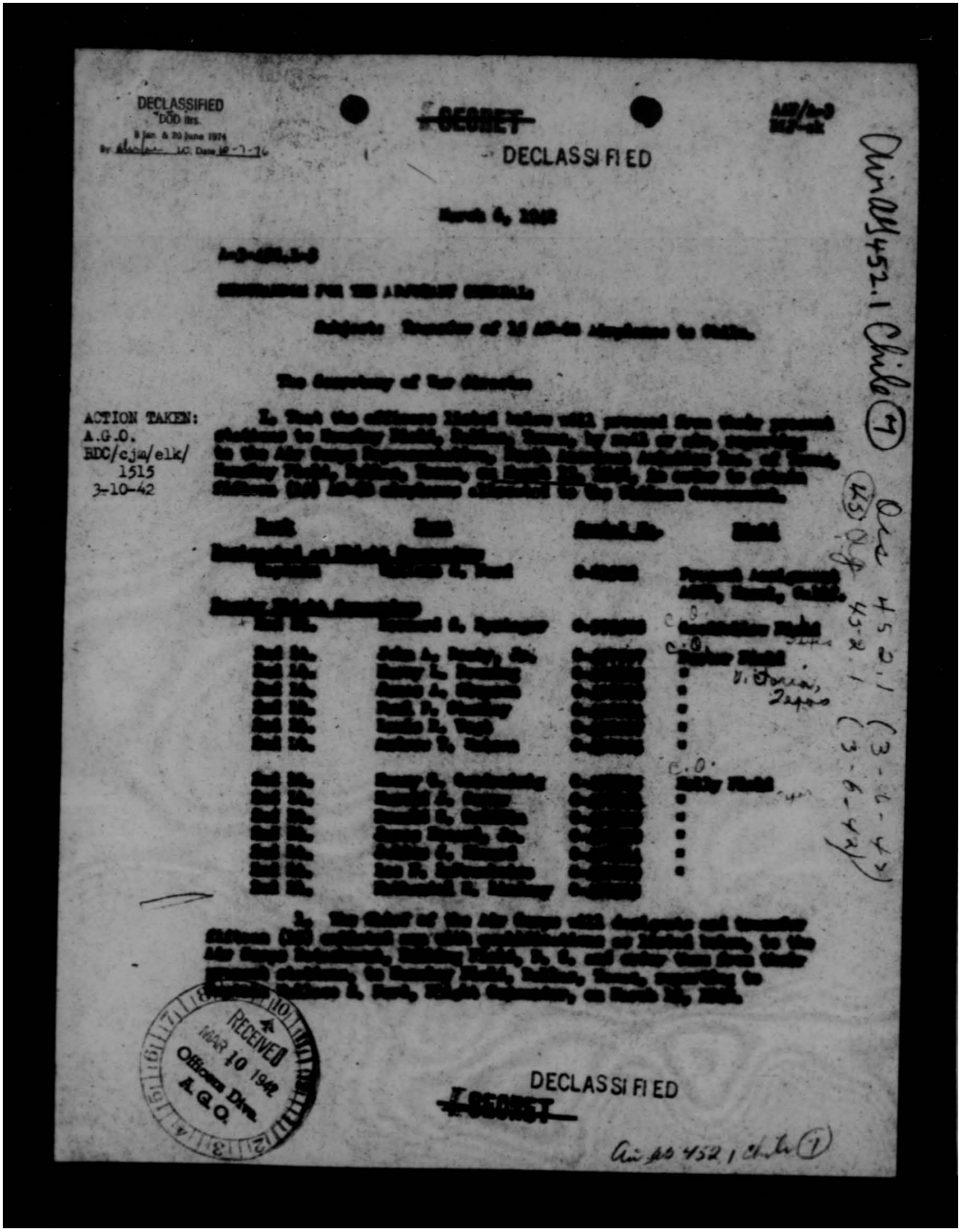

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DOD Dir. 5 Jan. & 20 June 1974
By [illegible] NC, Date 12-1-76

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March 6, 1942

A-3-AIR-3-D

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Transfer of 24 AT-6A Airplanes to Chile.

The Secretary of War directs

ACTION TAKEN:
A.G.O.
BDC/cja/elk/
1515
3-10-42

1. That the officers listed below will proceed from their present stations to Langley Field, Hampton, Va., or such other convenient station as may be designated by the Commanding General, Air Force Combat Command, for the purpose of ferrying 24 AT-6A airplanes to Chile, and upon completion of this duty will return to their proper stations. Travel by air will be authorized.

Rank	Name	Branch of Service	Station
[redacted]			
Major	[redacted]	Air Corps	Randolph Field, Texas
Capt.	[redacted]	Air Corps	Randolph Field, Texas
1st L

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a. Qualifications.

(1) Ten (10) enlisted airplane mechanics qualified to act as crew chiefs for the AT-6D airplanes and to instruct Chinese mechanics in the care and maintenance of the airplanes and engines.

(2) Two (2) enlisted armorers qualified in the care and maintenance of the armament equipment of the AT-6D airplanes, including bomb racks and to instruct Chinese personnel in the maintenance thereof.

(3) Two (2) enlisted radio mechanics qualified to maintain and to instruct Chinese personnel in the maintenance of the radio equipment of the AT-6D airplane.

(4) One (1) enlisted clerk qualified in the preparation and maintenance of Air Corps engineering and operations records, and to instruct Chinese personnel in the preparation and maintenance of such records.

b. The enlisted men selected should if possible, be eligible for immediate tropical service by having had the following:

(1) Special physical examinations as prescribed in Paragraph 14, AR 40-105 prior to departure from home station.

(2) Revaccination with smallpox vaccine and completed all typhoid inoculations as required by AR 40-205 provided these have not been completed within twelve months prior to departure from continental United States.

(3) Vaccination with tetanus toxoid as directed in Circular Letter, WDC, No. 31, April 14, 1941.

(4) Vaccination with yellow fever vaccine as directed in Circular Letter, WDC, No. 9, February 12, 1941.

(5) Vaccination with typhus and cholera vaccine.

c. The officers and enlisted personnel will take the necessary clothing for tropical wear, one (1) cargo outfit, [illegible] equipment and personnel from their home stations. They will also obtain the following prior to departure from home stations for the purpose of obtaining passports in Dallas.

d. For officers

Six (6) Passport Photos of not less than 2½" x 2½" nor more than 3" x 3" showing head and shoulders on light background. Backs of photos should not be glazed.

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Birth certificates are not necessary for officers.

b. Enr enlisted men

Six (6) Passport Photos (same as required for officers.)
Each (1) of the following:
Birth certificate
Baptismal certificate
Certificate from the Commanding Officer certifying as to validity of date and place of birth as shown on the Department records.

3. The Flight Commander will expedite the preparation of passport applications by having all personnel on the flight appear before the Clerk of the United States District Court, Dallas, Texas, and complete the forms necessary to obtain a passport. A charge of one dollar ($1.00) is made for this endorsement to each application Form 1056. Arrangements will be made by the Flight Commander with the Clerk, U. S. District Court, Dallas, Texas to have all completed passports sent to Duncan Field, San Antonio, Texas.

4. The officers and enlisted men will constitute a flight equipped with fifteen (15) AT-6D airplanes for the purpose of ferrying these aircraft to El Bosque, Chile, and under the direction of the Chief, United States Military Aviation Mission to Chile, to instruct Chilean crews in the operation and maintenance of the airplanes and equipment. Upon completion of this instruction the ferry-ferrying crews will return to the United States by military aircraft, if available, or by commercial aircraft.

5. The flight, upon departure from Langley Field will proceed to Duncan Field, San Antonio, Texas where each airplane will be equipped with a normal load of ammunition. The Commanding Officer, Duncan Field will issue the necessary committing, logistic equipment, map kits and explicit instructions on clearance procedure in the countries visited, and establishing radio aids and approach procedures required for entrance into the Canal Zone. Special attention will be paid to the Air Traffic Regulations for the Canal Zone as outlined in Headquarters Caribbean Air Force, Memo File, dated February 16, 1942, Operations-Air Traffic Regulations. Supervision of the flight between Duncan Field and Panama will be under the Commanding Officer, Duncan Field. The flight will not depart Duncan Field until all individuals have completed passports, proper authorization and such instructions as they may require in the operation and maintenance of the airplanes, armament, and equipment. The Commanding Officer, Duncan Field, will issue one (1) Navigation (AS) military automatic pilot to each pilot.

6. The flight will come under the control of the Commanding General, Caribbean Defense Command upon arrival in Panama and remain under his control until arrival in Chile. Appropriate instructions required for the flight south of Panama will be obtained from the Caribbean Defense Command.

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7. Route to be flown will be as follows:

Route

Hensley Field, Texas
Duncan Field, Texas
Brownsville, Texas
Douglas, Mexico
Vera Cruz, Mexico
Tapachula, Mexico
Guatemala City, Guatemala
San Salvador, El Salvador
Managua, Nicaragua
San Jose, Costa Rica
Rodeo, Panama
Albrook Field, Panama
Turbo, Colombia
Cali, Colombia
Quito, Ecuador
Guayaquil, Ecuador
Talara, Peru
Chiclayo, Peru
Trujillo, Peru
Pucusana, Peru
Lima, Peru
Nazca, Peru
Arequipa, Peru
Arica, Chile
Iquique, Chile
Antofagasta, Chile
Antofagasta, Chile
La Serena, Chile
Ovalle, Chile
Santiago, Chile
El Bosque, Chile

Authority is granted to make such variations and to proceed to such other places as may be necessary. The distance between refueling stops will not be in excess of 450 miles.

8. Upon arrival in Chile the flight will come under the control of the Chief, United States Military Aviation Mission to Chile.

9. The Chief, United States Military Aviation Mission to Chile with the approval of the Government of Chile will determine when Chilean crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment. The Flight Commander will advise and consult with the Chief, United

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III. [redacted]

A. G. of S., G-4 ( )

45 A G O
MAR 9 1942
Received

For the Chief of the Air Staff

R
IN

R
IN

H. A. VANDENBERG
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

MAR 9 1942

NOTED-OFFICE CHIEF OF STAFF

[redacted] This allocation of airplanes to Eire is in accordance with a decision by the President and recommendations of the State Department as outlined in Memorandum from the War Plans Division, WDGS, dated January 24, 1942 and additional information from the Secretary, Air Staff to the Assistant Chief of the Air Staff, A-3.

MAR 9 1942

OUT

OUT

OFFICE OF CHIEF OF STAFF

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DOD 5105.
8 Jan. & 20 June 1974
By [illegible] NARS, Date 10-7-76

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Directive No. 2-19

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

March 3, 1942

DIRECTIVE MEMO FOR: A-2

Subject: Transfer of 15 AT-6B Airplanes to Chile.

1. Directives are being issued to A-1 and A-3 to select the necessary personnel and to accomplish delivery to the Chief of the U. S. Military Aviation Mission to Chile of the 15 AT-6B airplanes which have been allocated to and accepted by Chile. With the airplanes there are to be delivered the necessary spare parts and a ninety day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief or radio mechanic or armorer or clerk, for each airplane) will accompany the airplanes for the purpose of ferrying them, and, under the direction of the Chief of the U. S. Military Aviation Mission, to instruct Chilean crews in the operation and maintenance of the airplanes. When, in the judgment of the Chief of the U. S. Military Aviation Mission, with the concurrence of the authorized representatives of the Chilean government, Chilean crews have been sufficiently instructed to enable them to satisfactorily operate and maintain the airplanes, their armament and equipment, the ferrying personnel will return to their former stations in the U. S.

452.1 Chile (6)

2. A-4 has initiated instructions to the Air Service Command to ship the necessary spares for the airplanes, by water transportation, to the Chief of the U. S. Military Aviation Mission at El Bosque, Chile, notice of arrival to be given to the Chief of the U. S. Military Aviation Mission at Santiago, Chile. A-4 has directed the shipment of the necessary radio equipment, spares and a 90 day supply of bombs and ammunition to the "American Mission" at Santiago, Chile. Through proper channels, you will so inform the Chief of the U. S. Military Aviation Mission at Santiago.

3. A-3 is being directed to adivse you as to the arrangements made, the personnel selected, and the schedule for the ferrying flight, and to furnish you copies of orders and instructions issued by him for the accomplishment of the mission. Upon receipt of this information you will transmit the same, or the essential elements thereof, through proper channels, to the Chief of the U. S. Military Aviation Mission at Santiago, Chile. The Chief of the U. S. Military Mission will [illegible] with the approval and concurrence of the authorized representative of the Chilean government, will

Chief of Staff	A-1	A-2	A-3	A-4	A-WPD	A-Inspr	Budget	Statistics

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determine when Chilean crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment. When the Chilean crews have been sufficiently instructed, the Chief of the Military Aviation Mission will release the ferrying personnel to return to the U. S., and, through proper channels, will advise the Chief of the Army Air Forces that the ferrying crews have been released.

4. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to the A-1 and A-5 Divisions. AWPD is monitoring the project. You will coordinate with these divisions and with A-4.

5. Report of action taken is directed.

By direction of the Chief of Air Staff:

Nathan F. Twining,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:
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A-5
A-4
AWPD
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HEADQUARTERS—ARMY AIR FORCES — COORDINATION

Chief of Staff	Sec'y Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	[illegible]	Statistics	
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By [illegible] NC, Date 12-7-16

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No.

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

Tally No. AAF

SUBJECT: Transfer of 15 AT-6B Airplanes to Chile. (cont'd)

NO.	FROM	TO	DATE	COMMENTS
1. cont'd	AAF A-1	AAF AAG	1942 3-7	AAF/A-1 RJH/gee

Name	Rank	Serial No.	Present Assignment
Howard, James, Jr.	2nd Lt.	0-437320	Kelly Field
Kinard, Julius J.	2nd Lt.	0-437314	Kelly Field
Kingsbury, Dayton J.	2nd Lt.	0-437228	Kelly Field
LaFramboise, Leo F.	2nd Lt.	0-437229	Kelly Field
Lindsay, Nathaniel H.	2nd Lt.	0-437313	Kelly Field

b. Chief of Air Corps will furnish the enlisted men as required.

Air AS 452.1 Chile (3) B

Hq. A
JUL 7 1942
AAG Recei

WED
W. E. T.
Exec., A-1

No action required
Per Col Handley, by telephone
10:37 AM 3/8/42

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Air AS 452.1 Chile (3) B

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E Jan & 30 June 1954
By [illegible] NC Date 10-1-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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File No.

Tally No. AAF

SUBJECT: Transfer of 15 AT-6B Airplanes to Chile.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-1	AAF AAG	1942 3-7	AAF/A-1 RJH/gee 1. In accordance with Directive No. 1-52, the following is submitted: a. Fifteen (15) Pilots.

Name	Rank	Serial No.	Present Assignment
Ford, Wallace S.	Capt.	0-21312	ACTD, Hemet, California
Beaty, John A., Jr.	2nd Lt.	0-437997	Foster Field
Downing, Harry L.	2nd Lt.	0-406113	Foster Field
Simpson, James A.	2nd Lt.	0-438096	Foster Field
Stanley, Paul P.	2nd Lt.	0-438094	Foster Field
Vogt, Louis R.	2nd Lt.	0-438087	Foster Field
Watson, Andrew T.	2nd Lt.	0-438085	Foster Field
Gendreizig, Henry G.	2nd Lt.	0-437395	Kelly Field
Gerow, Harold J.	2nd Lt.	0-437394	Kelly Field
Griffin, Donald G.	2nd Lt.	0-437329	Kelly Field

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by [illegible] NC, Date 18 Jul 76

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Directive No. 1-82

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

March 3, 1942

DIRECTIVE MEMO FOR: A-1

Subject: Transfer of 15 AT-6B Airplanes to Chile.

1. You are directed to select and furnish to the AAG and to A-5 the names, branch, rank or grade, serial numbers and present stations and assignments of, the following personnel required to ferry 16 airplanes to El Bosque, Chile, and to act as instructors:

a. 15 Air Corps pilots competent to fly AT-6B airplanes and to instruct Chilean pilots in the operation of the airplanes and their equipment. The Senior Pilot should have at least 2 years experience in flying tactical airplanes after completion of his pilot's training at the Air Corps Schools.

b. 10 enlisted airplane mechanics qualified to act as crew chiefs for the AT-6B airplanes and to instruct Chilean mechanics in the care and maintenance of the airplanes and their equipment.

c. 2 enlisted radio mechanics qualified to maintain and to instruct Chilean personnel in the maintenance of the radio equipment of the AT-6B airplanes.

d. 2 enlisted armorers qualified in the care and maintenance of the armament equipment of the AT-6B airplanes, including bomb racks, and to instruct personnel in the maintenance thereof.

e. One enlisted clerk qualified in the preparation and maintenance of Air Corps engineering and operations records, and to instruct Chilean personnel in the preparation and maintenance of such records.

452.1 Chile (5)

2. The personnel selected should be qualified for immediate assignment to foreign duty in a tropical climate.

3. If available, the personnel selected, more particularly the commissioned personnel, should be able to speak Spanish.

4. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to the A-2 and A-3 Divisions. ANPD is monitoring the project. You will coordinate with these divisions.

5. Report of action taken is directed.

Dispatched
MAR 5 1942
AAG

By direction of the Chief of Air Staff.

Nathan P. Twining,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Staff	Deputy Chief of Staff	A.A.G.	A-1	A-2	A-3	A-4	A.W.P.D.	A

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DOD 5/5
8 Jan. & 30 June 1974
By [illegible] NC Date 10 1 76

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Directive No. 3-61

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

March 3, 1942

DIRECTIVE MEMO FOR: A-3

Subject: Transfer of 15 AT-6B Airplanes to Chile.

1. Of the 50 AT-6B airplanes directed by the President to be allocated to the South American Republics, 15 have been allocated to and accepted by Chile to be delivered at El Bosque, Chile, through the Chief of the U. S. Military Aviation Mission to Chile with headquarters at Santiago.

2. Each airplane is to be completely equipped, including machine guns and bomb racks. With the airplanes there are to be delivered the necessary spare parts and a 90 day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief, radio mechanic, armorer, or clerk for each airplane) will accompany the airplanes for the purpose of ferrying, and under the direction of the Chief of the U. S. Military Aviation Mission to Chile, to instruct Chilean crews in the operation and maintenance of the airplanes and equipment. When, in the judgment of the Chief of the U. S. Military Aviation Mission, such instructions have been satisfactorily completed the accompanying crews will return to the U. S. The airplanes will be ferried with normal loads of machine gun ammunition. A 90-day supply of bombs and ammunition and necessary spares are being shipped under the direction of A-4.

3. You are directed:

a. With the cooperation and assistance of A-4 to arrange for the delivery of the airplanes by the manufacturer (North American Aviation Inc. of Texas of Dallas, Texas) to the ferrying personnel; to have the airplanes fully equipped, including machine guns and bomb racks, and to have each airplane supplied with a normal load of machine gun ammunition.

b. To make the necessary arrangements and prepare or direct the preparation of a schedule and appropriate operations orders and instructions:

(1) For assembling the personnel at the point where they will be directed to receive delivery of the airplanes;

(2) To provide for their proper orientation and such instructions as they may require in the operation and maintenance of the airplanes, armament and equipment;

(3) To provide for the issuing to them of appropriate clothing and individual equipment;

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Staff	No. 2	A-1	A-2	A-3	A-4	Initials

- 1 -

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AAF-28

Ltr 8 Jul 1953 Chile (1)

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DOD Dir. 5 Jan. & 20 June 1974
By ole, Jan. NC Date 6-1-76

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Directive No. 3-61

(4) To direct the personnel in securing proper passports and visas; and instruct them in regard to regulations which will govern their flight over foreign territory;

(5) To provide for defraying such expenses as will be incurred, necessarily incident to the flight; and

(6) To accomplish the performance of the mission.

The pilot who will command the flight will be instructed that, for diplomatic reasons, the Chief of the U. S. Military Aviation Mission with the approval and concurrence of the authorized representative of the Government of Chile, will determine when Chilean crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment; but the senior ferrying pilot will advise with, and consult, the Chief of the U. S. Military Aviaton Mission, and will undertake to insure, insofar as he is able, that the Chilean personnel undergoing instructions are competent in the operation and maintenance of the airplanes and equipment before the instruction is deemed sufficient.

c. To furnish the AAG with a copy of the schedule for the performance of the ferrying mission, and any other data he may require for the preparation of necessary orders.

d. To deliver to A-2 for transmission through Assistant Chief of Staff, G-2, to the Chief of the U. S. Military Aviation Mission at Santiago, Chile, information as to the arrangements made, the personnel selected, the schedule for the ferrying flight, and copies of pertinent orders and instructions issued for the accomplishment of the mission.

4. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to A-1 and A-2. AWPD is monitoring the project. You will coordinate with these divisions and with A-4.

5. Report of action taken is directed.

Dispatched
MAR 5 1942
AAG

Nathan F. Twining,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION — HEADQUARTERS ARMY AIR FORCES — COORDINATION											
Chief of Staff	~~A-1~~ A-1	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-[illegible]	[illegible]	[illegible]	
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E.O. 12958
By ... NLRS, Date 10-7-04

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

BY AUTHORITY OF A. C. OF S., WPD
DECLASSIFIED
1/12/42

WPD 4406-42

February 23, 1942.

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Fifteen AT-6 Aircraft for Chile. (Part of 50 which the President directed be distributed in South America.)

1. The Department of State informs the War Department that the Chilean Government is desirous of accepting fifteen of the above mentioned aircraft to be transferred to them.

2. It is therefore requested that you take the necessary action to deliver these aircraft to the Chilean Government.

3. Delivery should be made to the United States Military Mission in El Bosque, Chile. It is requested that you transmit to him through G-2, W.D.G.S., necessary information and instructions. He has already been advised of this proposed action.

4. The Director of Defense Aid (War Department) will be requested to contact the proper local representatives of the Chilean Government and carry out the transfer of title under Lend-Lease.

For the Assistant Chief of Staff, WPD:

C. R. GAILEY, Jr.,
Lieut. Colonel, G. S. C.
Executive, WPD.

Hq. Army Air Forces
FEB 23 1942
AAG RECEIVED

NOTE FOR RECORD: The above mentioned planes were allocated to Chile in memorandum for The President from General Arnold, Chief of the Army Air Forces, dated January 29, 1942.

Air 452.1 Chile (3)

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Air 452.1 Chile (3)

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8 Jan & 20 June 1974
By Clinton LC Date 9F 7-76

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DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-3.

Subject: Transfer of 15 AT-6B Airplanes to Chile.

1. Of the 50 AT-6B airplanes directed by the President to be allocated to South American republics, fifteen (15) have been allocated to, and accepted by, Chile, to be delivered at El Bosque, Chile, through the Chief of the U. S. Military Aviation Mission to Chile, with headquarters at Santiago.

2. Each airplane is to be completely equipped, including machine guns and bomb racks. With the airplanes there are to be delivered the necessary spare parts and a ninety day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief, radio mechanic, armorer, or clerk for each airplane) will accompany the airplanes for the purpose of ferrying, and, under the direction of the Chief of the U. S. Military Aviation Mission to Chile, to instruct Chilean crews in the operation and maintenance of the airplanes and equipment. When, in the judgment of the Chief of the U. S. Military Aviation Mission, such instructions have been satisfactorily completed the accompanying crews will return to the United States. The airplanes will be ferried with normal loads of machine gun ammunition. A ninety day supply of bombs and ammunition and necessary spares are being shipped under the direction of A-4.

3. You are directed:

a. With the cooperation and assistance of the Assistant Chief of the Air Staff, A-4, to arrange for the delivery of the airplanes by the manufacturer (North American Aviation Inc. of Texas, of Dallas, Texas) to the ferrying personnel; to have the airplanes fully equipped, including machine guns and bomb racks, and to have each airplane supplied with a normal load of machine gun ammunition.

b. To make the necessary arrangements and prepare or direct the preparation of a schedule and appropriate operations orders and instructions:

(1) For assembling the personnel at the point where they will be directed to receive delivery of the airplanes;

(2) To provide for their proper orientation, and such instructions as they may require in the operation and maintenance of the airplanes, armament and equipment;

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3-61

File 4521 Chile (2) B

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(3) To provide for the issuing to them of appropriate clothing and individual equipment;

(4) To direct the personnel in securing proper passports and visas; and instruct them in regard to regulations which will govern their flight over foreign territory;

(5) To provide for defraying such expenses as will be incurred, necessarily incident to the flight; and

(6) To accomplish the performance of the mission.

The pilot who will command the flight will be instructed that, for diplomatic reasons, the Chief of the U. S. Military Aviation Mission, with the approval and concurrence of the authorized representative of the Government of Chile, will determine when Chilean crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment; but the senior ferrying pilot will advise with, and consult, the Chief of the U. S. Military Aviation Mission, and will undertake to insure, in so far as he is able, that the Chilean personnel undergoing instructions are competent in the operation and maintenance of the airplanes, and equipment, before the instruction is deemed sufficient.

c. To furnish the Air Adjutant General with a copy of the schedule for the performance of the ferrying mission, and any other data he may require for the preparation of necessary orders.

d. To deliver to the Assistant Chief of the Air Staff, A-2, for transmission, through the Assistant Chief of Staff, G-2, to the Chief of the U. S. Military Aviation Mission at Santiago, Chile, information as to the arrangements made, the personnel selected, the schedule for the ferrying flight, and copies of pertinent orders and instructions issued for the accomplishment of the mission.

4. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to the Assistant Chiefs of the Air Staff, A1 and A-2. A-WPD is monitoring the project. You will coordinate with these Divisions and with A-4.

5. Report of action taken is directed.

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J. J. YORK,
Colonel, Air Corps,
Secretary, Air Staff

AAG 452.1 Chile (2)

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By alm, Jcs, JC Date 10-7-76

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DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-2.

Subject: Transfer of 15 AT-6B Airplanes to Chile.

2-17

1. Directives are being issued to the Assistant Chiefs of the Air Staff, A-1 and A-3 to select the necessary personnel and to accomplish delivery to the Chief of the U. S. Military Aviation Mission to Chile, of the 15 AT-6B Airplanes which have been allocated to, and accepted by, Chile. With the airplanes these are to be delivered the necessary spare parts and a ninety day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief or radio mechanic or armorer or clerk, for each airplane) will accompany the airplanes for the purpose of ferrying them, and, under the direction of the Chief of the U. S. Military Aviation Mission, to instruct Chilean crews in the operation and maintenance of the airplanes. When, in the judgment of the Chief of the U. S. Military Aviation Mission, with the concurrence of the authorized representative of the Chilean Government, Chilean crews have been sufficiently instructed to enable them to satisfactorily operate and maintain the airplanes, their armament and equipment, the ferrying personnel will return to their former stations in the United States.

File 452.1 Chile (2) B

2. The Assistant Chief of the Air Staff, A-4, has initiated instructions to the Air Service Command to ship the necessary spares for the airplanes, by water transportation, to the Chief of the U. S. Military Aviation Mission at El Bosque, Chile, notice of arrival to be given to the Chief of the U. S. Military Aviation Mission at Santiago, Chile. A-4 has directed the shipment of the necessary radio equipment, spares and a ninety day supply of bombs and ammunition to the "American Mission" at Santiago, Chile. Through proper channels, you will so inform the Chief of the U. S. Military Aviation Mission at Santiago.

3. The Assistant Chief of the Air Staff, A-3, is being directed to advise you as to the arrangements made, the personnel selected, and the schedule for the ferrying flight, and to furnish you copies of orders and instructions issued by him for the accomplishment of the mission. Upon receipt of this information you will transmit the same, or the essential elements thereof, through proper channels, to the Chief of the U. S. Military Aviation Mission at Santiago, Chile. The Chief of the U. S. Military Aviation Mission will be informed that hq, with the approval and concurrence of the authorized representative of the Chilean Government, will determine

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when Chilean crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment. When the Chilean crews have been sufficiently instructed, the Chief of the Military Aviation Mission will release the ferrying personnel to return to the United States, and, through proper channels, will advise the Chief of the Army Air Forces that the ferrying crews have been released.

4. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to the Assistant Chiefs of the Air Staff, A-1 and A-3. A-MPD is monitoring the project. You will coordinate with these Divisions and with A-4.

5. Report of action taken is directed.

J. J. York,
Colonel, Air Corps,
Secretary, Air Staff

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By Ltr. [illegible] Date 10-7-76

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DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-1.

Subject: Transfer of 15 AT-6B Airplanes to Chile.

1. You are directed to select, and to furnish to the Air Adjutant General and to the Assistant Chief of the Air Staff, A-3, the names, branch, rank or grade, serial numbers and present stations and assignments of, the following personnel required to ferry fifteen (15) airplanes to El Bosque, Chile, and to act as instructors:

a. Fifteen Air Corps pilots competent to fly AT-6B airplanes, and to instruct Chilean pilots in the operation of the airplanes and their equipment. The Senior pilot should have at least two (2) years experience in flying tactical airplanes after completion of his pilot's training at the Air Corps schools.

b. Ten (10) enlisted airplane mechanics qualified to act as crew chiefs for the AT-6B airplanes and to instruct Chilean mechanics in the care and maintenance of the airplanes and their equipment.

c. Two (2) enlisted radio mechanics qualified to maintain, and to instruct Chilean personnel in the maintenance of the radio equipment of the AT-6B airplanes.

d. Two (2) enlisted armorers qualified in the care and maintenance of the armament equipment of the AT-6B airplanes, including bomb racks, and to instruct Chilean personnel in the maintenance thereof.

e. One (1) enlisted clerk qualified in the preparation and maintenance of Air Corps engineering and operations records, and to instruct Chilean personnel in the preparation and maintenance of such records.

2. The personnel selected should be qualified for immediate assignment to foreign duty in a tropical climate.

3. If available, the personnel selected, more particularly the commissioned personnel, should be able to speak Spanish.

4. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to the Assistant

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Chiefs of the Air Staff, A-2 and A-3. A-WPD is monitoring the project. You will coordinate with these Divisions.

5. Report of action taken is directed.

J. J. YORK
Colonel, Air Corps,
Secretary, Air Staff

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DOD ltrs
6 Jan. & 20 June 1974
By RN/NA LC Date 10-7-74

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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

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File No. .....

Tally No. AAF .....

SUBJECT: Transfer of 15 AT-6B Airplanes to Chile.

NO.	FROM	TO	DATE	COMMENTS
1.	A-WPD	AAG	2/24	

MEMORANDUM FOR RECORD: Of the 50 AT-6B airplanes directed by the President to be allocated to South American republics, 15 have been allocated to, and accepted by, Chile, to be delivered at El Bosque, Chile, through the Chief of the U. S. Military Aviation Mission with Headquarters at Santiago, Chile. Each airplane is to be completely equipped including machine guns and bombracks, necessary spare parts, and a ninety day supply of bombs and ammunition. Crews consisting of 1 pilot and 1 enlisten man for each airplane, will accompany the airplanes for the purpose of ferrying, and, under the direction of the Chief of the U.S.Military Aviation Mission, to instruct Chilean crews in the operation and maintenance of the airplanes and equipment. When, in the judgment of the U.S.military Aviation Mission, with concurrence of the authorized representative of the Chilean Government, such instruction has been satisfactorily completed, the accompanying crews will return to the United States. A-4 has initiated instructions to the Air Service Command to ship the necessary spares for the airplanes, by water transportation, to the Chief of the U.S. Military Aviation Mission for delivery at El Bosque, notice of arrival to be given to the Chief of the U.S. Military Aviation Mission at Santiago. The necessary spares for the radio equipment and the ninety days supply of bombs and ammunition have been released for shipment to the "American Mission" at Santiago, Chile

452.1 Chile (2)

2	AAG	S/AS	3/2/42	1. Inviting attention to item #1 above.

R.C.R.
R.C.L.

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Page No. 2

AG 452.1 Chile (2)

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By C.L. Rec'd NC Date 12-7-76

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S AAG S/AS 3/2/42 1. Inviting attention to item #1 above.

R.C.L.

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By ... NC Date ... 76

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

File No.

Tally No.

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

SUBJECT: Transfer of 15 AT-6B Airplanes to Chile.

NO.	FROM	TO	DATE	COMMENTS	AAF-A-WPD AW/sl
1.	AAF A-WPD	AAF AAG	1942 2/24	1. It is requested that directives be issued to the Assistant Chiefs of the Air Staff, A-1, A-2 and A-3, substantially in the suggested forms therefor hereto attached, identified as Tab A, Tab B and Tab C, respectively. 2. Upon receipt of the necessary data from A-1 and A-3, it is requested that the Air Adjutant General cause to be issued the appropriate temporary duty and travel orders (secret) directing the personnel selected by A-1 to proceed without delay to the point designated by A-3, from which point they will ferry to El Bosque, Chile, the 15 AT-6B airplanes which have been allocated to, and accepted by, the Chilean Government; including provision for appropriate monetary allowances. The personnel will be directed to report, upon arrival at El Bosque, Chile, to the Chief of the U. S. Military Aviation Mission to Chile, for temporary duty instructing Chilean Air Force personnel in the operation, care and maintenance of the AT-6B airplanes and their equipment. Upon completion of such temporary duty, as determined by the Chief of the U. S. Military Aviation Mission, the personnel will be directed to return to their respective former stations in the United States. Concurrences: A. C. of S., A-1 A. C. of S., A-2 A. C. of S., A-3 A. C. of S., A-4 for H. L. G. C/A-WPD Incls. 1- Tab A 2- Tab B 3- Tab C	

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B AAG 2/AS 3/2/42 1. Inviting attention to item #1 above.

R.C.L.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Dep'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-MPD	A-Insp.	Budget	Distribution	
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By [illegible] LC. Date 10-9-74

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Transfer of 15 AT-6B Airplanes to Chile.

AAF-A-HTD
AH/m1

1. AAF A-HTD AAG 2942 2/24

1. It is requested that directives be issued to the Assistant Chiefs of the Air Staff, A-1, A-2 and A-3, substantially in the suggested forms therefor hereto attached, identified as Tab A, Tab B and Tab C, respectively.

2. Upon receipt of the necessary data from A-1 and A-3, it is requested that the Air Adjutant General cause to be issued the appropriate temporary duty and travel orders (secret) directing the personnel selected by A-1 to proceed without delay to the point designated by A-3, from which point they will ferry to El Bosque, Chile, the 15 AT-6B airplanes which have been allocated to, and accepted by the Chilean Government; including provision for appropriate military allowances. The personnel will be directed to report, upon arrival at El Bosque, Chile, to the Chief of the U. S. Military Aviation Mission in Chile, for temporary duty instructing Chilean Air Force personnel in the operation, care and maintenance of the AT-6B airplanes and their equipment. Upon completion of such temporary duty, as determined by the Chief of the U. S. Military Aviation Mission, the personnel will be directed to return to their respective former stations in the United States.

Concurrences:
A. C. of S., A-1 { }
A. C. of S., A-2 { }
A. C. of S., A-3 { }
A. C. of S., A-4 { }

H.H.A.
C/A-HTD

Incls.
1- Tab A
2- Tab B
3- Tab C

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Copy for A.A.G.

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6 Jan & 20 June 1974
By [illegible] LC: Date 10-3-76

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DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-2.

Subject: Transfer of 15 AT-6B Airplanes to Chile.

1. Directives are being issued to the Assistant Chiefs of the Air Staff, A-1 and A-3 to select the necessary personnel and to accomplish delivery to the Chief of the U. S. Military Aviation Mission to Chile, of the 15 AT-6B Airplanes which have been allocated to, and accepted by, Chile. With the airplanes these are to be delivered the necessary spare parts and a ninety day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief or radio mechanic or armorer or clerk, for each airplane) will accompany the airplanes for the purpose of ferrying them, and, under the direction of the Chief of the U. S. Military Aviation Mission, to instruct Chilean crews in the operation and maintenance of the airplanes. When, in the judgment of the Chief of the U. S. Military Aviation Mission, with the concurrence of the authorized representative of the Chilean Government, Chilean crews have been sufficiently instructed to enable them to satisfactorily operate and maintain the airplanes, their armament and equipment, the ferrying personnel will return to their former stations in the United States.

2. The Assistant Chief of the Air Staff, A-4, has initiated instructions to the Air Service Command to ship the necessary spares for the airplanes, by water transportation, to the Chief of the U. S. Military Aviation Mission at El Bosque, Chile, notice of arrival to be given to the Chief of the U. S. Military Aviation Mission at Santiago, Chile. A-4 has directed the shipment of the necessary radio equipment, spares and a ninety day supply of bombs and ammunition to the "American Mission" at Santiago, Chile. Through proper channels, you will so inform the Chief of the U. S. Military Aviation Mission at Santiago.

3. The Assistant Chief of the Air Staff, A-3, is being directed to advise you as to the arrangements made, the personnel selected, and the schedule for the ferrying flight, and to furnish you copies of orders and instructions issued by him for the accomplishment of the mission. Upon receipt of this information you will transmit the same, or the essential elements thereof, through proper channels, to the Chief of the U. S. Military Aviation Mission at Santiago, Chile. The Chief of the U. S. Military Aviation Mission will be informed that he, with the approval and concurrence of the authorized representative of the Chilean Government, will determine

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When Chilean crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment. When the Chilean crews have been sufficiently instructed, the Chief of the Military Aviation Mission will release the ferrying personnel to return to the United States, and, through proper channels, will advise the Chief of the Army Air Forces that the ferrying crews have been released.

4. Concurrently with this memorandum, directive memorandums are being issued in connection with this project to the Assistant Chiefs of the Air Staff, A-1 and A-3. A-4/10 is monitoring the project. You will coordinate with these Divisions and with A-4.

5. Report of action taken is directed.

J. J. Ents,
Colonel, Air Corps,
Secretary, Air Staff

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By [illegible] Ltr. Date 10-7-74

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DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-3.

Subject: Transfer of 15 AT-6B Airplanes to Chile.

1. Of the 50 AT-6B airplanes directed by the President to be allocated to South American republics, fifteen (15) have been allocated to, and accepted by, Chile, to be delivered at El Bosque, Chile, through the Chief of the U. S. Military Aviation Mission to Chile, with headquarters at Santiago.

2. Each airplane is to be completely equipped, including machine guns and bomb racks. With the airplanes there are to be delivered the necessary spare parts and a ninety day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief, radio mechanic, armorer, or clerk for each airplane) will accompany the airplanes for the purpose of ferrying, and, under the direction of the Chief of the U. S. Military Aviation Mission to Chile, to instruct Chilean crews in the operation and maintenance of the airplanes and equipment. When, in the judgment of the Chief of the U. S. Military Aviation Mission, such instructions have been satisfactorily completed the accompanying crews will return to the United States. The airplanes will be ferried with normal loads of machine gun ammunition. A ninety day supply of bombs and ammunition and necessary spares are being shipped under the direction of A-4.

3. You are directed:

a. With the cooperation and assistance of the Assistant Chief of the Air Staff, A-4, to arrange for the delivery of the airplanes by the manufacturer (North American Aviation Inc. of Texas, of Dallas, Texas) to the ferrying personnel; to have the airplanes fully equipped, including machine guns and bomb racks, and to have each airplane supplied with a normal load of machine gun ammunition.

b. To make the necessary arrangements and prepare or direct the preparation of a schedule and appropriate operations, orders and instructions:

(1) For assembling the personnel at the point where they will be directed to receive delivery of the airplanes;

(2) To provide for their proper orientation, and such instructions as they may require in the operation and maintenance of the airplanes, armament and equipment;

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5 Jan. & 20 June 1974
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(3) To provide for the issuing to them of appropriate clothing and individual equipment;

(4) To direct the personnel in securing proper passports and visas; and instruct them in the guid to regulations which will govern their flight over foreign territory;

(5) To provide for defraying such expenses as will be incurred, necessarily incident to the flights; and

(6) To accomplish the performance of the mission.

The pilot who will command the flight will be instructed that, for diplomatic reasons, the Chief of the U.S. Military Aviation Mission, with the approval and cooperation of the authorized representative of the Government of Chile, will determine when Chilean crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment; but the senior ferrying pilot will advise with, and consult, the Chief of the U.S. Military Aviation Mission, and will undertake to insure, in so far as he is able, that the Chilean personnel undergoing instructions are competent in the operation and maintenance of the airplanes, and equipment, before the instruction is deemed sufficient.

3. To furnish the Air Adjutant General with a copy of the schedule for the performance of the ferrying mission, and any other data he may require for the preparation of necessary orders.

4. To deliver to the Assistant Chief of the Air Staff, A-2, for transmission, through the Assistant Chief of Staff, G-2, to the Chief of the U. S. Military Aviation Mission at Santiago, Chile, information as to the arrangements made, the personnel ferrying, the schedule for the ferrying flight, and copies of pertinent orders and instructions issued for the accomplishment of the mission.

5. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to the Assistant Chiefs of the Air Staff, A3 and A-4. A-5PD is monitoring the project. You will coordinate with these Divisions and with A-2.

6. Report of action taken is directed.

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J. J. [illegible],
Colonel, Air Corps,
Secretary, Air Staff

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DOD ltrs.
8 Jan. & 20 June 1974
By Alan Lee J.C. Dunn 12-1-75

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AAF/A-2
ALR-ghf

(Wtn 1/14/42)

JAN 15 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, WPD:

SUBJECT: United States-Chilean Cooperation on Air Matters.

1. The proposal of the Commanding Officer of our Air Mission to Chile referred to in the American Ambassador, Chile's telegram to the Under Secretary of State has now reached the office of the Assistant Chief of Staff, G-2 through channels.

2. The reply to the request contained therein is in preparation in that office after verbal discussion with this Division and it is suggested as the subjects under discussion are identical, the matter be coordinated with G-2.

For the Chief of the Air Staff:

Incl.
D/F to C/AAF frm
WPD 4828-21, 12/23/41,
w/memo fr State Dept.,
12/18/41 w/incl.

MARTIN F. SCANLON,
Brigadier General, U. S. Army,
Assistant Chief of the Air Staff, A-2.

JAN 16 1942
AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. Insp.	Budget	Statistics	
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AAF-30

Air AR 4-3 1 Chile (3)

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DOD Dir. 5 Jan. & 30 June 1954
By [illegible] NLT Date 10-1-76

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

December 29, 1941

MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-2:

Subject: Training of Chilean Air Officers and Provision of Aircraft to Chile.

1. A-3 does not concur in the memorandum for the Assistant Chief of Staff, WPD, from A-2.

2. Objection is raised to the proposal to train 25 Chilean Air Officers for a period of six months in the United States. All training facilities in the United States will be taxed to the utmost during the next calendar year to supply pilots and technicians for existing programs. Additional burdens can be assumed by training only at the expense of leaving untrained a like number of American pilots and technicians.

3. Objection is raised to the proposal to make available adequate numbers of pursuit and reconnaissance airplanes to Chile. It is believed that every airplane that can be produced during 1942 will be required either for operational use or by training.

E. L. Naiden

E. L. NAIDEN
Colonel, Air Corps
Asst. Chief, Air Staff, A-3

Incl.
D/F to C/AAF frm WPD
4228-21, 12/23/41,
w/memo fr State Dept,
12/18/41 w/incl.
Memo 12/27/41 frm
Asst.Chief,Air Staff,A-2

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6 Jan. & 20 June 1954
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December 29, 1941

MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-8:

Subject: Training of Chilean Air Officers and Provision of Aircraft to Chile.

1. A-3 does not concur in the memorandum for the Assistant Chief of Staff, WPD, from A-8.

2. Objection is raised to the proposal to train 25 Chilean Air Officers for a period of six months in the United States. All training facilities in the United States will be taxed to the utmost during the next calendar year to supply pilots and technicians for existing programs. Additional burdens can be assumed by training only at the expense of leaving untrained a like number of American pilots and technicians.

3. Objection is raised to the proposal to make available adequate numbers of pursuit and reconnaissance airplanes to Chile. It is believed that every airplane that can be produced during 1942 will be required either for operational use or by training.

H. L. HARDEN
Colonel, Air Corps
Asst. Chief, Air Staff, A-3

Incl.
B/7 to C/AAF frm WPD
4828-21, 12/23/41,
w/memo fr State Dept,
12/18/41 w/incl.
Memo 12/27/41 frm
Asst.Chief,Air Staff,A-2.

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DOD ltrs.
8 Jan. & 20 June 1974
By [illegible] NC, Date 9-7-76

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WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

December 27, 1941

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, WPD:

SUBJECT: Training of Chilean Air Force Officers and Provision of Aircraft to Chile.

not sent

1. The proposal of the Chief of our Air Mission to Chile, as summarized in the attached cable to the Under Secretary of State, is concurred in.

2. It is recommended that the suggestions of the Chief of the Air Mission to Chile as to choice of senior Chilean Air Force officers to be invited under (1) be given due consideration.

3. It is also recommended that the selection of the 25 Chilean Air Force officers to be invited under (2) be left to the Chief of the Air Mission to that country.

4. It is further recommended that the pursuit and reconnaissance aircraft requested in (3) be made available at the earliest possible moment. The need for reconnaissance off the long Chilean coast is pressing, particularly in the southern region and in the neighborhood of the Straits of Magellan. It is impracticable to assign an adequate number of our own Air Corps personnel for such reconnaissance at the present time, and if this function can be performed by the Chilean Air Force under proper supervision of our Mission, it will prove of immediate value.

Incl.
D/F to C/AAF frm
WPD 4228-21,12/23/41,
w/memo fr State Dept,
12/18/41 w/incl.

Martin F. Scanlon

MARTIN F. SCANLON,
Brigadier General, U.S. Army,
Assistant Chief of the Air Staff, A-2.

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8 Jan & 30 June 1974
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AAF/A-2
ALR-ghf

(Wtn 12/27/41)

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, WPD:

SUBJECT: Training of Chilean Air Force Officers and Provision of Aircraft to Chile.

not sent

1. The proposal of the Chief of our Air Mission to Chile, as summarized in the attached cable to the Under Secretary of State, is concurred in.

2. It is recommended that the suggestions of the Chief of the Air Mission to Chile as to choice of senior Chilean Air Force officers to be invited under (1) be given due consideration.

3. It is also recommended that the selection of the 25 Chilean Air Force officers to be invited under (2) be left to the Chief of the Air Mission to that country.

4. It is further recommended that the pursuit and reconnaissance aircraft requested in (3) be made available at the earliest possible moment. The need for reconnaissance off the long Chilean coast is pressing, particularly in the southern region and in the neighborhood of the Straits of Magellan. It is impracticable to assign an adequate number of our own Air Corps personnel for such reconnaissance at the present time, and if this function can be performed by the Chilean Air Force under proper supervision of our Mission, it will prove of immediate value.

Incl.
D/F to C/AAF frm WPD 4228-21,12/22/41, w/memo fr State Dept, 12/18/41 w/incl.

MARTIN F. SCANLON,
Brigadier General, U.S. Army,
Assistant Chief of the Air Staff, A-2.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

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

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By ... NARA, Date 10-7-14

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WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

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12/23/41
Date ... Initials

AG
WPD 4228-21

SUBJECT: United States-Chilean cooperation in the Air Service
December 23, 1941

To G.A.F.

For

For remark and recommendation on which to base a reply, and return of these papers to War Plans Division.

For the Assistant Chief of Staff, WPD:

C. K. Gailey, Jr.,
Major, G. S. C.,
Executive, WPD.

Incl.
Memo fr State
Dept, 12/18/41
w/incl.

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DOD Rts
By ... NARA, Date 10-7-14

Rec'd WPD
8:40 AM
12/19/41
WRM

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DEPARTMENT OF STATE
Washington

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In reply refer to U-L

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By State Dept. ... NARA, Date 10-7-14

Date: December 18, 1941.

4228-21

URGENT

MEMORANDUM

TO: Lieutenant Colonel Matthew B. Ridgway,
War Plans Division,
War Department.

FROM: Liaison Officer.

SUBJECT: United States-Chilean cooperation in the Air Service.

I transmit herewith, for the information of the War Department, the text in paraphrase of pertinent portions of a confidential telegram addressed to the Under Secretary of State by the American Ambassador to Chile, recommending that invitations be issued to aviation officers of the Chilean Army to come to the United States, and that an adequate number of reconnaissance and pursuit planes be made available to Chile.

Will you kindly invite the attention of Colonel Higgins to the first of these subjects.

The under Secretary would appreciate an expression of the War Department's views on both of these matters.

Orme Wilson
Liaison Officer

ENCLOSURE:
Paraphrase of telegram
No. 753 from Santiago.

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DOD Dir. 5 Jan. & 20 June 1974
By Alberstone, NO, Date 10-7-76

DEPARTMENT OF STATE

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PARAPHRASE

~~CONFIDENTIAL~~

Telegram No. 753 Dated: 12/13/41, 5 P.M.

From: Santiago Rec'd: 12/14/41, 12:45 a.m.

The Commanding Officer of our air mission to Chile if forwarding through military channels a proposal to strengthen United States - Chilean cooperation in the air service. He is sending by mail a copy of this proposal of which there is furnished below a brief summary.

(1) An invitation to be issued immediately by the United States to three or four senior aviation officers of the Chilean Army to make a visit of installations of the air corps and to attend conferences on matters relating to collaboration between Chile and the United States in the event of emergency.

(2) Not less than 25 Chilean air force officers to receive invitations to come to the United States for a training period of six months as the existing facilities and equipment in Chile are insufficient (?)

(3) An adequate number of pursuit and reconnaissance planes to be made available to Chile without delay so that the air force of that country may, under the air mission, inaugurate a thorough plan providing for reconnaissance offshore in addition to possessing some modern pursuit

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pursuit planes which could be used in the event that an attack should be made against Chile.

I consider that this represents a practical suggestion, and that the Chilean Government would be glad to accept it. Furthermore, I am of the opinion that it would be helpful not only to the United States and to the defense of this hemisphere, but will tend to hasten the tendency of Chile to cooperate with the United States.

U-L:OW:CLH

12/15/41

(Copies to War)

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DOD Dir. 5 Jan. & 30 June 1974
By chapter LC. Date 10-7-76

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OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET. 1191

(To be filed with correspondence)

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

SUBJECT: Release of BT-13 Airplanes to Chile.

452.1 Chile (1)

NO.	FROM	TO	DATE	DATA
3.	(continued)		1941 10/28	3B-32:rlg 1942 January 2 February 2 March 2 for L.S.I. G.E.S. Brig.Gen.A.C. Chief, T&O Division
4.	(4-E-4) Mat.Div.	T. & O. Div.	1941 11-15	1. Necessary action has been taken in CTI-389. O.P.E. Chief, Mat. Div. Incl.n/c
5.	T. & O. Div.	Chief, Air Corps	1941 11-19	3B-34:jed 1. Attention is invited to Items 3 and 4 above. G. E. S. Brig. Gen., A.C. Chief, T. & O. Div. Incl. n/c
6	OCAC 2/Sec	AAF C/AS	11/24	Forwarded. MCG. asst. 2/Sec.
7	→ To File			EEL

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452.1 Chile (1)
9-4071.46

9-452.1 Chile (1)
C-21667A C-23557A0 C-23517A0 (4-17-41)

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DOD 5200.9
5 Jan. & 30 June 1974
By Alan Katz, NARS Date 10-7-77

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3B-34:jed

5 T. & O. Chief, 1941 1. Attention is invited to Items 3 and 4
Div. Air Corps 11-19 above.

G. E. S
Brig. Gen. A C.
Chief, T & O Div

Incl n/c

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an att 45211 Chile (1)
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9 Jan. & 20 June 1974
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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

File No. .....

Tally No. AAF .....

SUBJECT: Release of BT-13 Airplanes to Chile.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF C/AS	C/AC	1941 10/20	AAF/A-4 MFS/mhh 1. The Chief of the Army Air Forces has authorized the release of these airplanes. 2. Request contained in Paragraph 4, basic letter is approved. 1 Incl.- Memo Jt.Air.Com. dated 10/16/41 CS C/AS
2.	C/AC	Materiel THRU T. & O.	10/25	(X) HWB/cj 1. For necessary action. 2. There is attached an extra copy for T. & O. files. M. S. F., Executive. Incl. Cy of basic for T.&O. and Memo listed above.
3.	T. & O.	Materiel Division	1941 10/28	3B-32:rlg 1. Request that the twelve (12) BT-13 type airplanes be allocated to Chile from Air Corps allocations in the following priority and numbers: 1941 October 2 November 2 December 2 (continued)

RECEIVED OCT 24 1941 CLASSIFIED MAIL AND FILE UNIT

RECEIVED NOV 13 1941 PROD. ENGR. BR., O. C. A. C.

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C-2351 JLC (11-17-41)

a-3166 [illegible] 1941

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JOINT AIRCRAFT COMMITTEE
WASHINGTON, D. C.

October 16, 1941

MEMORANDUM TO: Chief of the Army Air Forces

Attention: Major Edward P. Curtis,
Secretary of the Air Staff

SUBJECT: Release of Vultee BT-13 Training Planes to Chile

1. In a memorandum from you, under date of September 19, 1941, to the Assistant Chief of Staff, G-2, Subject: "Release of Twenty BT-13 Airplanes to Chile", the following statement appears:

> "A recheck of basic trainers now available and of the schedules for airplane deliveries discloses the fact that, barring unforeseen circumstances, it will be possible to release from training activities to the Chilean Air Force basic training airplanes at the following rate:
>
> 1941
> October 2
> November 2
> December 2
>
> 1942
> January 2
> February 2
> March 2"

2. This memorandum was transmitted to the Joint Aircraft Committee by the Joint Advisory Board on American Republics with the request that the Preliminary Negotiation Report filed by Chile for twenty BT-13 airplanes be cleared by the Joint Aircraft Committee for delivery of twelve airplanes, as indicated by the Chief of the Army Air Forces. On September 30, 1941, the Joint Aircraft Committee approved the recommendation of the Joint Advisory Board on American Republics.

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JOINT AIRCRAFT COMMITTEE

WASHINGTON, D. C.

3. The Joint Advisory Board also requested the Joint Aircraft Committee to obtain the approval of the State Department for this release before completion of the over-all program for the American Republics. Under date of October 9, 1941, the State Department informed the Joint Aircraft Committee that Captain Sáenz of the Chilean Government has been notified of the approval for procurement of the twelve Vultee BT-13 planes. The State Department asked the Chilean Government that they be kept informed regarding the progress of negotiations in order that the diversion orders may be issued at the appropriate time.

4. It is requested that all possible necessary action be instituted, and further information from the State Department relative to the negotiations will be transmitted to you.

J. H. Sennott

J. H. SENNOTT
Lieut. (jg) USNR
Assistant Recorder
Joint Aircraft Committee

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C-28678 (10-27-41)

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6 Jan. & 21 June 1974
By ALan (NSC) Date 10-7-74

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Release of BT-13 Airplanes to Chile.

AAF/A-4
MFE/mhh

1. AAF C/AS C/AC 1941 10/20

1. The Chief of the Army Air Forces has authorized the release of these airplanes.

2. Request contained in Paragraph 4, basic letter is approved.

1 Incl.-
Hemo Jt.Air.Com. dated 10/16/41

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C/AS

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COPY FOR
Air Adj. Gen.

AG AA452.1 Chile (1)

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JOINT AIRCRAFT COMMITTEE
Washington, D. C.

October 16, 1941

MEMORANDUM TO: Chief of the Army Air Forces

Attention: Major Edward P. Curtis,
Secretary of the Air Staff

SUBJECT: Release of Vultee BT-13 Training Planes to Chile.

1. In a memorandum from you, under date of September 19, 1941, to the Assistant Chief of Staff, G-2, Subject: "Release of Twenty BT-13 Airplanes to Chile", the following statement appears:

> "A recheck of basic trainers now available and of the schedules for airplane deliveries discloses the fact that, barring unforseen circumstances, it will be possible to release from training activities to the Chilean Air Force basic training airplanes at the following rate:
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> January 2
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> March 2"

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/s/
J. H. SENNOTT
Lieut. (jg) USNR
Assistant Recorder
Joint Aircraft Committee

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