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LW 2-65 (rev 11/85)

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START

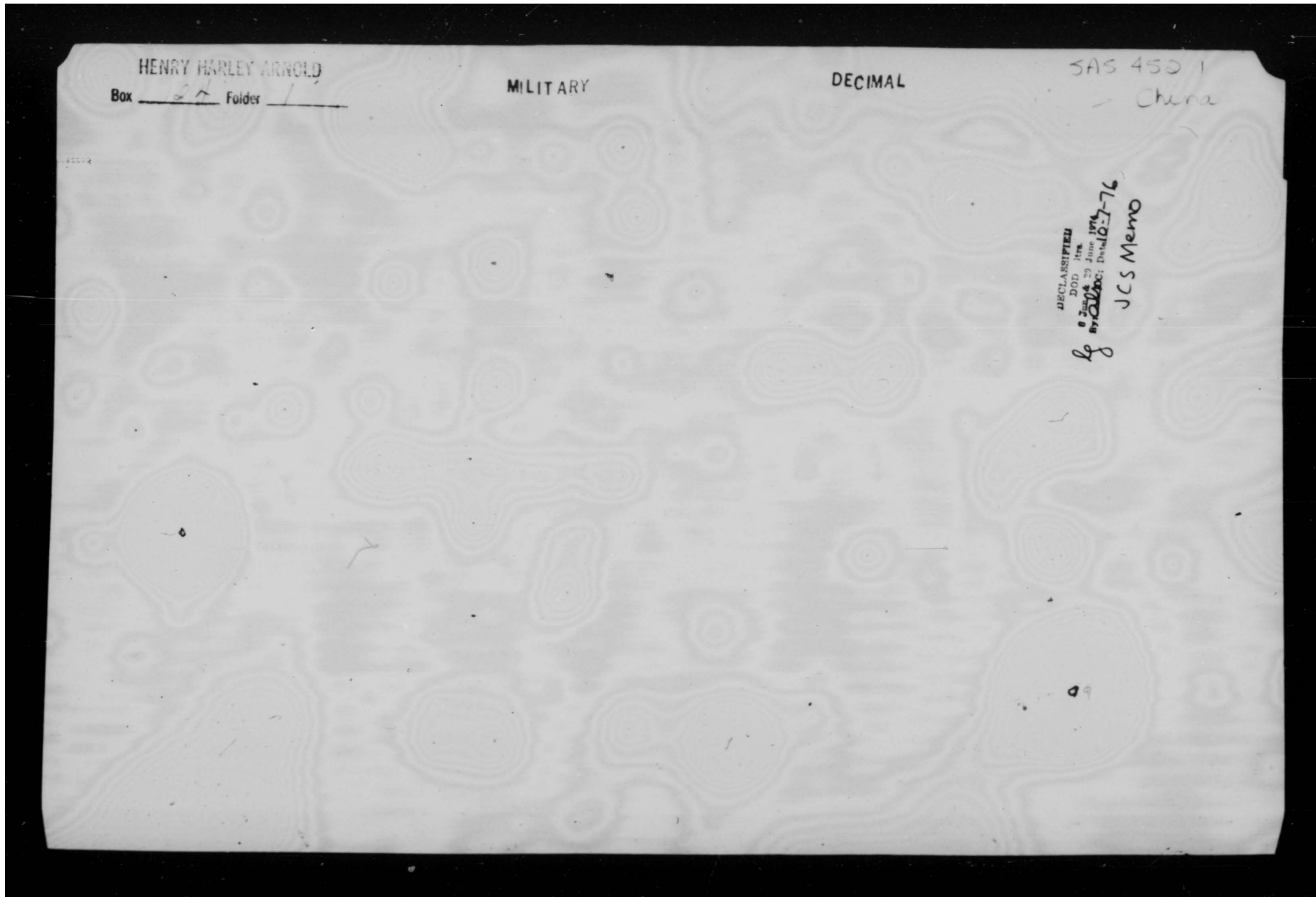
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The Papers of

Henry H. Arnold

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HENRY HARLEY ARNOLD

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SAS 450 1
China

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BY SP-6 ON June 1976
DATE 10-7-76
JCS Memo

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Rocket Installations for the 14th Air Force

DECLASSIFIED
DOO EIS
6 Jan. 4 20 June 1999
Special Agent in Charge 10/17/77

To: Secretary of the Air Staff
From: AF/AF, Operations, Commitments & Requirements

Date: 28 June 1948
Command No. 9
Ref: AF/AF/ops/reqs

Attached hereto in reply to General Bennett's letter for signature.

2 Incls
Incl 1 - copy
Incl 2 - original -
for to Gen Bennett

AF/AF _____
AF/AF _____
AF/AF _____

151
ROYT S. VANDENBERG
Lt. General, USA
Asst Ch of of Air Staff
Operations, Commitments & Requirements

SAJMS 2.1 down (122)

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8 Jan 68 09 1000

By MARK AG. Date 9/2/76

2 JUL 1945

Major General Claire L. Chennault
Commanding General, Fourteenth Air Force
APO 687
c/o Postmaster
New York, New York

Dear Claire:

Bob Scott delivered your letter of 30 May 1945 concerning rockets for fighters to me personally and I have directed all agencies here to render every possible assistance. The equipment is available and I have called your headquarters suggesting that you request the immediate air shipment of 1000 each 5 inch high velocity aircraft rockets. This is just to tide you over until water shipments now enroute arrive. It may be another thirty days before your allotment of rockets is available but you will then have large quantities to carry on extensive operations.

We have hand picked three Majors and three Captains as the pilots to come to you as a rocket team. These boys were interviewed before being selected and I believe that they will be highly satisfactory. We also have one Ordnance Officer and four enlisted Ordnance technicians to go with them. All hands are now at the AAF Fighter Gunnery School, Foster Field, Texas, undergoing an intensive course in aerial rocket firing and to be given in a period of seven days. The Ordnance Officer and the enlisted men are also there working with them to insure teamwork.

Scott agrees that it will be more practical to install launchers on the P-51 airplanes now assigned to you since they are the latest we have in the field at this time and since I find that several modified launcher kits are now enroute to you by water transportation.

The 11.5 inch aircraft rocket is a new weapon, and while all test work is being expedited to the utmost, it is not quite ready to be sent to combat. As you already know, it weighs 1160 lbs and has a pay load of 150 lbs of high explosive. It has been fired from the A-24, P-38, and lately from the P-47. It is a Navy development and was originally intended to be used against large ships. We have given Scott one of the latest moving picture films of this ammunition in action against concrete walls and I believe that you can best judge for yourself as to whether or not you can use it tactically. The launching of this rocket from fighter airplanes is simple enough and requires only a slight modification to the airplane.

*Copy for Office of Signature
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A policy has been established recently for installation of radio compasses in all production aircraft scheduled for the Fourteenth Air Force. It will be about three or four months before these installations can be made however, due to a certain amount of engineering that must be accomplished by the Air Technical Service Command. I suggest you requisition compass kits for theater installation until such time as your fighters begin coming through equipped.

With kindest personal regards,

Sincerely,

Signed

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

DISPATCHED
8 JUL 1945
AFSA 6

~~CONFIDENTIAL~~

J. C. Hark
805452 China (197)

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DD Form

1 May 68 (Rev. 1955)

FORM 10, Dec 1970

Request Installations for the 11th Air Force

AG/CS, COM

24 June 1945

General Baker

1

Please prepare reply to the inclosed letter from Gen. Chennault. It is my understanding that we have made the necessary arrangements to provide the liaison personnel to help Gen. Chennault's Air Force with request installations.

S.S.S.

Encls

1 - Mr. Baker, 5/30/45,
From Gen. Chennault.

IRA C. BAKER,
Lt. Gen., U. S. Army,
Deputy Commander, Army Air Corps.

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26 JUN 1945

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OOO Brs
8 Jan. & 20 June 1984
By: *11/11/84* J.C. Doe

AFAFP-40
Captain Ratten; fb: 74055
wta. 7 May 1945

MAY 13 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

SUBJECT: Chinese Aircraft Requirements for July - December 1945

DISCUSSION

1. China National Airways Corporation.

a. Memorandum dated 13 November 1944 from Chief of the Air Staff directs that the CNAC be re-equipped with C-46's at the rate of four per month beginning in February 1945 to the extent of their equipment which was reported to be 28 C-47's. Twenty C-46's were allocated CNAC, February - June 1945.

b. At AAF planning rates, attrition for this unit would be two per month.

ACTION RECOMMENDED

It is recommended that CNAC be allocated 16 C-46 aircraft during July - December 1945 which will complete the re-equipping of this organization and support it at AAF attrition rates until December 31, 1945 and that this recommendation be used as a basis for submission of a memorandum by the Commanding General, Army Air Forces, to the Joint Chiefs of Staff setting forth the proposed allocations to the CNAC for the period July - December 1945. Termination of hostilities in Europe will have no effect on this requirement or proposed allocation.

2. Chinese Air Force.

a. No recommendation is submitted by AG/AS, Plans on Chinese Air Force requirements for July - December 1945.

b. Supply of aircraft to the CAF is a responsibility of the U. S. Commander, India Burma Theater, the authority for such supply having been delegated by the Munitions Assignment Board.

c. AAF Reg. 20-1 is being amended charging AG/AS, OCAF with the responsibility of determining aircraft requirements of those countries whose supply of aircraft is a responsibility of a U. S. Theater Commander.

SAS 452.1 Plans (136)

*Approved
CAS
RCH*

DISPATCH
10 MAY 1945

Signed

A F S A
SECRET

LAUREN HORSTAD
Brigadier General, U.S.A.,
Assistant Chief of Air Staff, Plans.

15 MAY 1945

SAS 452.1 China (136)

DECLASSIFIED

Writn 21 Apr 1945
Maj Weinstromer/Gr/72485
Room 4B-1086

80 APR 1946

Major General Claude L. Chennault
HQ Fourteenth Air Force
APO 687
c/o Postmaster, New York, N. Y.

DECLASSIFIED
DOO HRS

8 Jan. & 20 June 1974
by *[signature]*

Dear Claude,

This is in answer to your letter of 7 April in which you indicated a definite interest in HAZON bombing.

Hazon is still in the developmental stage, but it is expected that the AAF Board will shortly commence testing this missile. There is no reason to believe that the tests will not prove successful.

As you no doubt know, Azon is being employed very successfully in the India-Burma theater, and requirements for that item have just been increased materially. We believe that Hazon is a definite improvement on Azon. No difficulty is anticipated in converting from Azon to Hazon. The same aircraft installation equipment is used for both weapons. Enough installation equipment for approximately 100 aircraft is available now. Additional aircraft installation equipment could be readily procured.

A production contract for 1,000 Hazon tail units has been placed, and the estimated delivery schedule is as follows:

July 1945	225
August 1945	500
Sept. 1945	500
Oct. 1945	500
Nov. 1945	500
Dec. 1945	500
Jan. 1946	275

This order could be increased so as to provide for a delivery of 1,000 tail units per month by November 1945. However, it is not believed desirable to place such an order until the AAF Board has completed their tests and a firm requirement is received from the theaters. The Fourteenth Air Force, and the India-Burma Theater have both indicated an interest in Hazon.

Based on Azon experience, one Special Weapons Detachment consisting of one officer and 25 enlisted men are required per squadron to provide the necessary maintenance. Only one Special Weapons Detachment is available for Hazon at present, but additional teams can be trained at the rate of four teams per month.

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The training of bombardiers on Azon or Hazon is not a very difficult problem. Training can be carried out in the theater or here in this country. A qualified bombardier should drop at least ten Azon or Hazon bombs in training. It may be a good idea to send lead crews back to the United States for a thorough indoctrination.

One lesson we have learned from our experience to date with guided missiles is the undesirability of "attaching" a special project to a group which is still required to carry out its normal operations. It is far better to convert a group totally to handle the special project. This eliminates friction, and gives the project a much better chance for success. The necessity of careful selection of key personnel to introduce a new weapon cannot be overemphasized.

I believe it is very important for us to get all of the operational experience possible with guided missiles in this war, and will do everything possible to expedite any program you may decide on. I would appreciate it if you would furnish more detail as to your plans for Hazon. We should have some definite indication as to the feasibility of Hazon within the next two weeks, and you will be kept informed of what we learn. Even if Hazon doesn't prove successful, you may want to go ahead with an Azon program.

Sincerely yours

Signed

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

SAS 452.1 China (317)

RECEIVED
11 MAY 1945
AFSAB

[Handwritten initials]

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SAS 452.1 China (135)

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~~SECRET~~
By Authority of
The Commanding General
Army Air Forces
4 DEC 1944
Date Initials

DECLASSIFIED
DD Form 1
1 Jan. & 20 June 1974
By SAJ/K LC Data 012/2

MEMORANDUM FOR COLONEL J. F. McMAHON, AIR FORCES MEMBER OF JOINT PRODUCTION SURVEY COMMITTEE OF THE JOINT CHIEFS OF STAFF.

SUBJECT: Air Transport for China

1. The Air Force has received informal information to the effect that the U. S. Navy Air Transport Service is shortly going to propose an offer of MATS units for China operations. 12 aircraft (C-47 type) are to be made available immediately. This number will be gradually increased to 50 on a lease basis.

2. The proposal will be to put these under General Wedemeyer's operational control and the matter will be put to General Wedemeyer with the suggestion that if he makes the request to the Navy Department through the War Department, the planes and crew will be made available. Ground crew will accompany the planes if desired.

3. It is suggested that the Joint Production Survey Committee again look into duplication of function and material as between the Army and Navy Air. For your information no C-47's are contemplated for allocation to the Navy in 1945 and no statement is made as to how the MATS units would be provided with attrition aircraft. As you know, the attrition suffered in the CBI Theatre by our own ATC units is at combat rate and not at a rate generally experienced by normal ATC or MATS operation.

For the Commanding General, Army Air Forces:

Signed

BARNBY M. GILES,
Lieutenant General, U. S. A.,
Chief of the Air Staff.

COPY TO: SEC/AIR STAFF

4 DEC 1944
GMS

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SAS 452.1 China (128)

SAS 452.1 China (128)

Air Transport for China

Chief of the Air Staff

AGAS Plans, Logistical Plans Division

Memoranda for General George and Colonel McManan have been prepared for General Giles' signature.

Signed

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

Incls -
Drf't Memo to JFOU
Drf't Memo to ATU

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9 Jan. 4 10 June 1988

1 December 1944

WHS:mcc 74055

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9 Jan. 4 10 June 1988

by *MARK* 101 Dec 1988

By Authority of	
The Commanding General	
Army Air Forces	
Date	1 Dec 1944
Initials	WHS:mcc

WHS:mcc 1 Dec 1944
4 DEC 1944

MEMORANDUM FOR MAJOR GENERAL H. L. GEORGE:

Subject: Air Transport for China

1. Attached is a copy of a memorandum sent to Colonel J. F. McManan, Air Force Member of Joint Production Survey Committee of the Joint Chiefs of Staff on the above subject.

2. This information is provided in order that your special committee to eliminate AAF-AGAS duplication may be kept on this situation as it stands today and that such action as may be deemed appropriate can be taken as the proposal indicated materializes step by step.

By command of General ARNOLD:

Signed

HARVEY H. GILES,
Lieutenant General, U. S. A.,
Chief of the Air Staff.

Incl
as memo on abv

128
4 DEC 1944
AGS

545 4521 China (128)

file

COPY TO: GEN GILES

SECRET

545 4521 China (128)

~~SECRET~~
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APPROVED
FOR
RELEASE
DATE: 5 Nov 44

[Redacted]	
By Authority of The Commanding General [Redacted]	
Date	Initials

DECLASSIFIED
000 ltrs.
8 Jan. & 30 June 1974
By: ALM/ALC Date: 11/18/71 8 NOV 1944

Major General Claire L. Chennault
Commanding General, 14th Air Force
A.F.S. No. 667 c/o Postmaster
New York, N. Y.

Dear Claire:

For your information and guidance there is inclosed a copy of a letter to General Wedemeyer outlining the procedure which I have directed to be followed in supplying aircraft to the Chinese Air Force in the future.

You will note that all future requests for Chinese aircraft are to be made on General Strotzinger who will make them available from AAF stocks in the Burma-India Theatre. I do not want large numbers of airplanes sitting on the ground in India waiting to be called for nor do I want aircraft delivered to China which cannot be maintained or supported.

Therefore, careful planning and coordination with Strotzinger regarding the requirements of the Chinese Air Force will be required. I am counting on you to work closely with Wedemeyer on this problem.

Sincerely yours,

Signed

E. H. AHMED,
General, U. S. Army,
Commanding General, Army Air Forces.

Incl

SAS 452.1 China (20)

18 NOV 1944
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COPY TO: Sec/Air Staff

452.1 China (20)

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CG/Inns
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DOO IIS

8 Jan & 20 June 1974
By: *[Signature]* Date: *[Date]*

SECRET	
By Authority	
The Commander General Army Air Force	
Date	Initials

18 NOV 1944

Major General G. H. Strickmeyer
Commanding General, USAF
A.J.P. No. 637 c/o Postmaster
New York, N. Y.

Dear Strick:

There is enclosed for your information and guidance a copy of a letter to General Wedemeyer outlining the procedure which I want followed for supplying aircraft to the Chinese Air Force in the future.

This procedure will require you to maintain small AAF stocks of aircraft for assignment and delivery by you to the Chinese Air Force when called for by General Wedemeyer. Such a procedure is a departure from the past procedure of assigning Chinese aircraft from Washington but since the past procedure has not proved satisfactory, due to the uncertainty of conditions in China, I consider it necessary that you control the overall flow of aircraft into China by your requisitioning aircraft from the United States. That can best be accomplished by concentrating of Chinese aircraft from this end and by your having on hand in your theater small numbers of AAF aircraft subject to call from General Wedemeyer when the Chinese Air Force can maintain and operate them and they can be supported logistically.

You are now receiving Chinese aircraft which were assigned in July and August and accepted at the factories by the Chinese. These assignments will not be cancelled for obvious reasons. Send them into China only when called for by Wedemeyer. When you have completed the delivery of this Chinese assignment there will be no more orders requested for the Chinese. It will then be your responsibility to maintain a small stock of AAF aircraft subject to call by Wedemeyer for the Chinese Air Force.

The above procedure should in the future relieve you of the embarrassment mentioned in a recent message from the Chinese by having no strings tied to the airplanes when you receive them.

Sincerely yours,

LOBLIN/REW
18 NOV 1944

Signed

[Signature]
General, U. S. Army,
Commanding General, Army Air Forces.

Encl

COPY TO: Sec/Air Staff

~~SECRET~~

4521 (126)

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DECLASSIFIED
AFAPR 40
GCJ: mec
7127
15 Nov 44

~~SECRET~~
By Authority of
The Commanding General
Army Air Force
Date _____ Initials _____

DECLASSIFIED
000 hrs.

1 Jan. & 30 June 1976
By: AIA/JL/C. Donnell

18 NOV 1944

Major General A. C. Wedemeyer
United States Forces in China
A.P.O. No. 677 c/o Postmaster
New York, N. Y.

Dear Al:

There have been many messages exchanged during the past six months on the subject of the procedure to be followed in supplying aircraft to the Chinese Air Force. This letter is to clarify the matter and outline the procedure that will be followed in the future. This procedure has been cleared with the War Department, and Mr. Hagman is familiar with the general outline.

I have directed that the following procedure be put into effect immediately:

- 1. Allocations of aircraft to the Chinese Air Force for planning purposes as set forth in CGS 495/2 and following papers will limit availability.
- 2. Aircraft assigned to the Chinese Air Force by the Operations Assignments Board since 1 July 1944, which have been shipped but not delivered to the Chinese Air Force, will be held in the Burma-India Theatre until called for by you for delivery to the Chinese Air Force.
- 3. Future aircraft assignments and actual deliveries of aircraft to the Chinese Air Force will be made from small AF stocks to be built up in the Burma-India Theatre. Assignments will be made upon your recommendation to General Stratemeyer.

The procedure outlined above will require careful planning on the part of the Burma-India Theatre to maintain small AF stocks of aircraft in only sufficient quantities to meet your requirements for the Chinese Air Force. I am sure you will appreciate the Burma-India Theatre position and will make known your estimate of required deliveries sufficiently far in advance to permit such requisitioning as may be necessary.

~~SECRET~~

COPY TO: Sec/Air Staff

4521 China (126)

~~SECRET~~
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Copies of my letters to Sultan, Strateneger and Chennault are inclosed for your information.

You are undoubtedly aware of the conditions I have previously outlined which must exist before aircraft are to be supplied to the Chinese Air Force. They are as follows:

1. Over-the-hang tonnage must be sufficient to permit the aircraft to be operated.
2. Adequate numbers of properly trained Chinese personnel must be available to operate and maintain the aircraft.
3. Aircraft must be available in numbers beyond those required by Army Air Force units.

General Sultan, as you know, has been considerably embarrassed by having aircraft in his theatre committed for the Chinese and having to hold them, due to the lack of need for them in China. The Chinese have insisted that the aircraft be delivered. Since you are in a position to have first-hand knowledge of conditions in China affecting the Chinese Air Force your dealings with the Generalissimo in regard to the supply of aircraft to the Chinese should be on a much firmer basis than heretofore. Your control of the movement of aircraft should give you power and authority which should work to your advantage.

Sincerely yours,

Signed

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

Encls

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18 NOV 1944
GAG

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vtn: 15 Nov 44

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By Authority of	General
For	
Date	Initials

DECLASSIFIED
OOO ltr.

8 Jan. & 20 June 1974
By ALAN K. J.C. Date 10/7/74

AFAMP-10
GCS:AFAMP
TLLST
vint 18 Nov 1944

18 NOV 1944

18. General D. I. Sultan
U. S. Forces in India-China Theatre
A.F.S. Sq. 807 c/o Postmaster
New York, N. Y.

Dear General Sultan:

Realizing that you have been caused considerable inconvenience by having aircraft arrive in your Theatre committed for the Chinese Air Force, which could not be profitably employed by the Chinese and therefore were being held in your Theatre, I have issued instructions that the following procedure for supplying aircraft to the Chinese Air Force be put into effect immediately. The procedure outlined below has been cleared with the War Department.

1. Allocations of aircraft to the Chinese Air Force for planning purposes as set forth in GCS 195/1 and following papers will limit availability.

2. Aircraft assigned to the Chinese Air Force by the Operations Assignments Board since 1 July 1944, which have been shipped but not delivered to the Chinese Air Force, will be held in the India-China Theatre until called for by General Wedemeyer for delivery to the Chinese Air Force.

3. Future aircraft assignments and deliveries of aircraft to the Chinese Air Force will be made from small AF stocks to be built up in the India-China Theatre. Assignments will be made upon the recommendations of General Wedemeyer to you and, naturally, through you to General Stratemeyer.

4. For your information, no assignments have been made to the Chinese Air Force since August in accordance with your recommendation. Therefore, no more aircraft will be shipped committed for the Chinese. Copies of my letters to General Wedemeyer and to General Stratemeyer on this subject are inclosed.

Sincerely yours,

Signed

E. H. SNED,
Major General, U. S. Army,
Commanding General, Army Air Forces.

18 NOV 1944
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Encls
COPY TO: Sec/Air Staff

452-1 (Specimen 126)

~~SECRET~~

DECLASSIFIED *FREP-40*

GCT:mec
71127
15 Nov 44

~~SECRET~~
By Authority of
The Commanding General
Army Air Force
Date _____ Initials _____

DECLASSIFIED
DDO lrs.

8 Jan. & 22 June 1974
By *AAH/AC* Date *10/7/96*

18 NOV 1944

Major General Claire L. Chennault
Commanding General, 14th Air Force
A.F.O. No. 627 c/o Postmaster
New York, N. Y.

Dear Claire:

For your information and guidance there is inclosed a copy of a letter to General Wedemeyer outlining the procedure which I have directed to be followed in supplying aircraft to the Chinese Air Force in the future.

You will note that all future requests for Chinese aircraft are to be made on General Stratemeyer who will make them available from AAF stocks in the Burma-India Theatre. I do not want large numbers of airplanes sitting on the ground in India waiting to be called for nor do I want aircraft delivered to China which cannot be maintained or supported.

Therefore, careful planning and coordination with Stratemeyer regarding the requirements of the Chinese Air Force will be required. I am counting on you to work closely with Wedemeyer on this problem.

Sincerely yours,

Signed

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

Incl

~~SECRET~~
18 NOV 1944
AMS

~~SECRET~~

COPIES TO: CHIEF OF AIR STAFF

452.1 China (126)

~~SECRET~~

DECLASSIFIED *FREP-40*

GCT:mec
71127
15 Nov 44

~~SECRET~~
By Authority of
The Commanding General
Army Air Force
Date _____ Initials _____

DECLASSIFIED
DDO lrs.

8 Jan. & 22 June 1974
By *AAH/AC* Date *10/7/96*

18 NOV 1944

Major General G. E. Stratemeyer
Commanding General, USAAF
A.F.O. No. 627 c/o Postmaster
New York, N. Y.

Dear Strat:

There is inclosed for your information and guidance a copy of a letter to General Wedemeyer outlining the procedure which I want followed for supplying aircraft to the Chinese Air Force in the future.

This procedure will require you to maintain small AAF stocks of aircraft for assignment and delivery by you to the Chinese Air Force when called for by General Wedemeyer. Such a procedure is a departure from the past procedure of assigning Chinese aircraft from Washington but since the past procedure has not proved satisfactory, due to the uncertainty of conditions in China, I consider it necessary that you control the overall flow of aircraft into China by your requisitioning aircraft from the United States. That can best be accomplished by re-marking of Chinese aircraft from this end and by your having on hand in your Theatre small numbers of AAF aircraft subject to call from General Wedemeyer when the Chinese Air Force can maintain and operate them and they can be supported logistically.

We are now receiving Chinese aircraft which were assigned in July and August and accepted at the factories by the Chinese. These assignments will not be cancelled for obvious reasons. Send them into China only when called for by Wedemeyer. When you have completed the delivery of this Chinese assignment there will be no more coming earmarked for the Chinese. It will then be your responsibility to maintain a small stock of AAF aircraft subject to call by Wedemeyer for the Chinese Air Force.

The above procedure should in the future relieve you of the embarrassment mentioned in a recent message from the Theatre by having no strings tied to the airplanes when you receive them.

Sincerely yours,

Signed

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

Incl

~~SECRET~~
18 NOV 1944
AMS

~~SECRET~~

COPIES TO: CHIEF OF AIR STAFF

452.1 China (126)

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DECLASSIFIED

AFAP-40
GCJ:mcc
7127
15 Nov 44

~~SECRET~~
By Authority of
The Commanding General
Date: _____
Initials: _____

DECLASSIFIED
DDO lrs.

8 Jan. & 20 June 1978
By: AN/UC 10, Date: 10/27/78

18 NOV 1944

Major General A. C. Wedemeyer
United States Forces in China
A.P.O. No. 879 c/o Postmaster
New York, N. Y.

Dear Al:

There have been many messages exchanged during the past six months on the subject of the procedure to be followed in supplying aircraft to the Chinese Air Force. This letter is to clarify the matter and outline the procedure that will be followed in the future. This procedure has been cleared with the War Department, and Mr. Hopkins is familiar with the general outline.

I have directed that the following procedure be put into effect immediately:

- a. Allocations of aircraft to the Chinese Air Force for planning purposes as set forth in CGS 498/1 and following papers will limit availability.
- b. Aircraft assigned to the Chinese Air Force by the Munitions Assignments Board since 1 July 1944, which have been shipped but not delivered to the Chinese Air Force, will be held in the Burma-India Theatre until called for by you for delivery to the Chinese Air Force.
- c. Future aircraft assignments and actual deliveries of aircraft to the Chinese Air Force will be made from small AAF stocks to be built up in the Burma-India Theatre. Assignments will be made upon your recommendations to General Stratemeyer.

The procedure outlined above will require careful planning on the part of the Burma-India Theatre to maintain small AAF stocks of aircraft in only sufficient quantities to meet your requirements for the Chinese Air Force. I am sure you will appreciate the Burma-India Theatre position and will make known your estimate of required deliveries sufficiently far in advance to permit such requisitioning as may be necessary.

~~SECRET~~

COPY TO: CHIEF OF AIR STAFF

452.1 China (126)

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Copies of my letters to Sultan, Stratemeyer and Chennault are inclosed for your information.

You are undoubtedly aware of the conditions I have previously outlined which must exist before aircraft are to be supplied to the Chinese Air Force. They are as follows:

- a. Over-the-hump tonnage must be sufficient to permit the aircraft to be operated.
- b. Adequate numbers of properly trained Chinese personnel must be available to operate and maintain the aircraft.
- c. Aircraft must be available in numbers beyond those required by Army Air Force units.

General Sultan, as you know, has been considerably embarrassed by having aircraft in his Theatre earmarked for the Chinese and having to hold them due to the lack of need for them in China. The Chinese have insisted that the aircraft be delivered. Since you are in a position to have first-hand knowledge of conditions in China affecting the Chinese Air Force your dealings with the Generalissimo in regard to the supply of aircraft to the Chinese should be on a much firmer basis than heretofore. Your control of the movement of aircraft should give you power and authority which should work to your advantage.

Sincerely yours,

Signed

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

Incls

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18 NOV 1944
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AFRE
GCT: mec
7127
15 Nov 44

By Authority of The Commanding General Army Air Forces	
Date	Initials

DECLASSIFIED
DDO NS

8 Jan. & 29 June 1974
By ALM/LL JC: Date 10/7/76

18 NOV 1944

Lt. General B. I. Sultan
U. S. Forces in India-Burma Theatre
A.P.O. No. 885 c/o Postmaster
New York, N. Y.

Dear General Sultan:

Realizing that you have been caused considerable embarrassment by having aircraft arrive in your Theatre earmarked for the Chinese Air Force, which could not be profitably employed by the Chinese and therefore were being held in your Theatre, I have issued instructions that the following procedure for supplying aircraft to the Chinese Air Force be put into effect immediately. The procedure outlined below has been cleared with the War Department.

a. Allocations of aircraft to the Chinese Air Force for planning purposes as set forth in OCS 495/1 and following papers will limit availability.

b. Aircraft assigned to the Chinese Air Force by the Munitions Assignments Board since 1 July 1944, which have been shipped but not delivered to the Chinese Air Force, will be held in the Burma-India Theatre until called for by General Wedemeyer for delivery to the Chinese Air Force.

c. Future aircraft assignments and deliveries of aircraft to the Chinese Air Force will be made from small AAF stocks to be built up in the Burma-India Theatre. Assignments will be made upon the recommendations of General Wedemeyer to you and, naturally, through you to General Stratemeyer.

d. For your information, no assignments have been made to the Chinese Air Force since August in accordance with your recommendation. Therefore, no more aircraft will be shipped earmarked for the Chinese. Copies of my letters to General Wedemeyer and to General Stratemeyer on this subject are inclosed.

Sincerely yours,

Signed

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

18 NOV 1944

Incls

COPY TO: CHIEF OF AIR STAFF

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30, 402 (126)

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DECLASSIFIED

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DDO NS

8 Jan. & 29 June 1974
By ALM/LL JC: Date 10/7/76 16 November 1944

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Procedure for Delivery of Aircraft to the Chinese Air Force

1. General Sultan stated that he was embarrassed by having aircraft in his Theatre which had been earmarked in the United States for the Chinese and which he was holding in India because the Chinese could not support them in China.
2. You directed that certain action be taken to correct the situation.
3. The attached letters to Generals Sultan, Wedemeyer, Stratemeyer, and Chennault for your signature will implement your decision in part. Action is being taken to submit a case to the Munitions Assignments Board to clear the assignment authority vested in General Sultan.
4. The War Department OPD (Gen. Barker) has cleared the letters.
5. Recommend you sign them.

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

Incls - 4
as abv

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ADJUTANT GENERAL THE	
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DATE	INITIALS

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DD FORM 129
1 Jul 62 28 June 1974

By: *MLK* / *JC. Durr* 13/17/74

18 NOV 1944

MEMORANDUM FOR THE COMMANDING GENERAL, AIR TRANSPORT COMMAND,
AG/AS, MATERIAL & SERVICES,
AG/AS, OPERATIONS, COMMITMENTS & REQUIREMENTS,
AG/AS, PLANS

Subject: Re-equipping China National Airways Corporation
with C-46 Aircraft.

1. It is directed that necessary action be taken as indicated below to effect the re-equipping of C.N.A.C. with C-46 aircraft at the rate of four per month beginning February 1945 and to the extent of their present equipment which is reported to be twenty-eight aircraft. Upon the delivery of each C-46 to C.N.A.C., a C-47 will be repossessed by the Army Air Forces and allocated to the AAF Air Transport Command.

2. Action will be taken by Staff sections as follows:

a. The AG/AS Plans will take necessary action to effect the allocation of twenty-eight C-46 aircraft to C.N.A.C. at the rate of four per month beginning February 1945.

b. The AG/AS Operations, Commitments & Requirements will take necessary action to effect the allocation of twenty-eight C-47 aircraft to the AAF Air Transport Command at the rate of four per month beginning February 1945.

c. The AG/AS Material & Services will schedule for production planning twenty-eight C-46 aircraft to C.N.A.C. at the rate of four per month beginning February 1945.

d. The Commanding General, Air Transport Command, will be prepared to accept from C.N.A.C. twenty-eight C-47's at the rate of four per month beginning February 1945.

Signed

BARRY H. GILES,
Lieutenant General, U. S. A.,
Chief of the Air Staff.

13 NOV 1944

13 NOV 1944

4521 China (125)

~~SECRET~~

COPY TO: SEC/Air Staff

4521 China (125)

DECLASSIFIED

DECLASSIFIED
DD FORM 129

1 Jan. & 30 June 1959
or 15 July 1960, Date 10/12/44

[Handwritten signature]

*File
mail*

[Handwritten initials]

12 October 1944

MEMORANDUM FOR BRIGADIER GENERAL JAMISON:

Subject: Assignment of C-46 Airplanes to China National Aircraft Corporation.

1. Our reply to General York's memorandum concerning Mr. Donald Nelson's and Mr. Harry Hopkins' interest in providing C-46's for CHAC should be guided by our memorandum dated 29 September 1944 on that subject to General Arnold, and his comment thereon.
2. Further on this subject - General George has talked to Mr. Bond (Operations Manager at CHAC) and set forth the operational and maintenance history of the C-46. According to General George, Mr. Bond now has very little interest in exchanging C-47's for C-46's, at least without careful and prolonged transition.
3. Our reply to General York should in general terms indicate that the C-46 has probably been overestimated by the CHAC officers, and that Mr. Nelson's statement indicating that current production of C-46's has been reduced, is false. Nevertheless we should state also that beginning about 1 January C-46's could be made available at the rate indicated by Mr. Nelson (4 per month) without material interference with the military program. However, we cannot guarantee the provision of necessary spare parts until X and therefore propose to begin the transition of C-46's on X to permit completion by X.
4. General Arnold in person must check the outgoing letter.

cc: Chief of the Air Staff
45-2,1 China

(21)

Incls 1tr to Gen Jamison
fr Gen York, 10/10/44,
w/ny ltr fr Nelson to
Hopkins 10/4/44.

L. S. LUTER
Major General, U.S.A.
Asst Chief of Air Staff, Plans

*Copy sent to Gen. Smith and
Gen. Arnold*

*File
a*

SAS 45-2,1 China (21)

DECLASSIFIED

THE COMBINED CHIEFS OF STAFF
WASHINGTON

DECLASSIFIED
DOO WTS.

8 Apr. 4 30 June 1974
By ACME LC; Date 10/17/74

10 October 1944

MEMORANDUM FOR BRIGADIER GENERAL G. C. JAMISON, U.S.A.,
ACTING CHAIRMAN, MUNITIONS ASSIGNMENTS
COMMITTEE (AIR).

Subject: Assignment of C-46 Airplanes to
China National Aircraft Corporation.

1. Attached hereto is a copy of a personal letter from Mr. Donald Nelson, formerly Chairman of the War Production Board, to Mr. Harry Hopkins, dated 4 October 1944, which contains a recommendation that certain C-46 airplanes be assigned to China National Aircraft Corporation in lieu of the C-47's now in use by this airline.

2. Mr. Nelson's letter indicates that he has reported this matter to the President and has written General Arnold about it.

3. In order that I may be able to keep Mr. Hopkins advised, it is requested that I be informed as to the status of this matter as far as the Army Air Forces are concerned. It would be helpful to know whether

a. It is possible to assign any C-46 airplanes to the China National Aircraft Corporation;

b. Whether any such assignments are contemplated.

/s/

JOHN Y. YORK, JR.,
Brigadier General, U.S.A.,
Executive.

1/Incl:
Cy ltr fr
Nelson to Hopkins
dtd 10/4/44.

COPY

DECLASSIFIED

WAR PRODUCTION BOARD
Washington, D. C.

October 4, 1944

OFFICE OF
DONALD M. NELSON
Chairman

DECLASSIFIED
ODD Nos.
8 Jan. & 30 June 1974
By: *ALYK J.C. Date 10/17/76*

Dear Harry:

One of the outstanding problems in connection with China's ability to wage war against Japan is the providing of essential goods for the civilian economy as well as equipment for her Armies.

The China National Aircraft Corporation now is bringing about 1,600 tons a month over the hump into China. The goods brought in are mainly bank notes, materials for the arsenals, and some medicines. They operate about thirty C-47 planes. If we could get C-46s for this airline they could double the tonnage with very little increase in crews, no increase in airports, and no increase in the amount of gasoline taken out of China.

I have checked this matter with Mr. G. B. Tweedy, head of the Airline, and also with Mr. Karl Bell, the operating manager. They tell me they could absorb about four C-46s a month. They have been trying since last April to get C-46s assigned to them but have been unsuccessful. As you know, we have cut back the production of C-46s quite drastically, and I believe this number could be spared without interfering at all with military operations. I have reported the above to General Arnold and to the President and should like to recommend that the Munitions Assignment Board make these planes available at the earliest possible moment.

Sincerely yours,

(s) Donald M. Nelson

Mr. Harry H. Hopkins
The White House

DECLASSIFIED

Chinese Training in U.S. as affected by closing of AAF School, Karachi, India

DECLASSIFIED
ODD Nos.
8 Jan. & 30 June 1974
By: *ALYK J.C. Date 10/17/76*

SAS 452.1 China (123)

TO: AG/AS, Training

26 October 1944

FROM: Chief of the Air Staff

COMMENT NO. 4

1. Recommendation contained in paragraph 1b of Comment No. 3 is approved.

2. It is desired that your office take the necessary action to determine the actual date of closing of the school at Karachi as outlined in paragraph 1c of Comment No. 3.

29 OCT 1944

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

File 10/30/44

452.1 China (123)

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EOD 000

1 Jan. 6 20 June 1984
Dr. [Signature] [Signature]

AFAP LP
HVB/hhm/74055
Wtn 7 Oct 44

~~SECRET~~
By Authority of
The Commanding General
Army Air Forces
Date Initial

11 OCT 1944

MEMORANDUM FOR THE HONORABLE HARRY L. HOPKINS

Subject: Aircraft for the Chinese Air Force.

1. I am writing at this time to review for you briefly the present status of aircraft for the Chinese Air Force.

2. On 22 September 1944 a meeting was held in Office of the Chief of Air Staff with Major General P. T. How and Colonel Chien for the purpose of discussing the subjects of allocations, assignments, and delivery of aircraft to the Chinese Air Force.

3. It was agreed that:

a. No action would be taken to change the present allocation of aircraft which has been approved by the Combined Chiefs of Staff for planning purposes.

b. No combat type of aircraft shall in the future be permitted to accumulate in India awaiting movement into China. However, it was made very clear that the full and complete numbers and types of aircraft which have been allocated to the Chinese Government will be made available from sources in the United States immediately after receiving information from the Theatre Commander, that these aircraft can be effectively employed, maintained, and supplied logistically in China. This is in accordance with the policy of Combined Chiefs of Staff that the maximum numbers of aircraft will be employed in combat against the enemy and in training, and the minimum numbers to be left in the ground.

c. That the Theatre Commander would be informed monthly of the status of Chinese crew training in the United States to permit a more accurate evaluation of future aircraft requirements.

d. That shipment from the United States of Chinese crew members after completion of training, would be expedited as much as possible and commensurate with our other shipping requirements.

*Noted by Gen Arnold
File
max.*

COPY FOR GEN ARNOLD

4521 China (122)

~~SECRET~~
DECLASSIFIED

2. That consideration would be given to a plan suggested by General How wherein Chinese B-24's would be based and operated in China on a self-sufficient basis. General Stilwell has been requested to advise if Chinese B-24 crews, which are available in November, can be used in India, and if not to recommend disposition of them. No answer has been received as yet.

4. You may rest assured that the Army Air Forces is doing everything reasonable to get the Chinese crew and airplane situation on a satisfactory basis.

Signed

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

11 OCT 1944
AGB

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4521 China (122)

DECLASSIFIED

DD FORM

1 Jun 64 30 June 1952

By: *NAAR* / *10/7/76*

DECLASSIFIED

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

Aircraft for the Chinese Air Force

Assistant Chief of Air Staff Plans (Attention: Gen. Jamison)

4 Oct 44

Chief of Air Staff

TAF:JB 5789

1. General Giles, on instructions from General Arnold, desires that Assistant Chief of Air Staff, Plans prepare a memo for Mr. Harry Hopkins outlining this Chinese picture as set forth in the attached papers.

2. Mr. Hopkins should be advised at the conclusion of the paper that the AAF is doing everything reasonable to get the crew and airplanes situation on the beam.

Signed

T. A. FITZPATRICK,
Colonel, G. S. C.,
Secretary, Air Staff.

3 Incls.

- Memo for record 22 Sep 44
- Memo to Gen. Mow 23 Sep 44 (cy)
- Ltr to Gen. Jamison fr Gen. Mow in trip 26 Sep 44

To: Chief of the Air Staff

Date 7 October 44

From: ACAS Plans

Comment No. 2
HVB/hhm/74055

1. Attached draft of memorandum to Mr. Hopkins has been prepared as per your request in Comment 1 above.

2. Request the originals of memorandum for record dated 22 September 1944 signed by General Jamison and General Mow's letter 26 September 1944 be returned to this office.

Signed

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

3 Incls - n/e

4. Dft memo to Mr. Hopkins.

452,1 China
122

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8000 452,1 China *122*

~~SECRET~~
DECLASSIFIED

AFARP LP
HVE/aha/76055
Wm 7 Oct 44

DECLASSIFIED
EOD hrs.
11 Dec 4 20 June 1974
By *ADL/IC* Date *10/7/76*

~~SECRET~~
By Authority of
The Commanding General
Army Air Forces
Date _____ Initials _____

11 OCT 1944

MEMORANDUM FOR THE HONORABLE HARRY L. HOPKINS

Subject: Aircraft for the Chinese Air Force.

1. I am writing at this time to review for you briefly the present status of aircraft for the Chinese Air Force.
2. On 22 September 1944 a meeting was held in Office of the Chief of Air Staff with Major General F. T. How and Colonel Chien for the purpose of discussing the subjects of allocations, assignments, and delivery of aircraft to the Chinese Air Force.
3. It was agreed that:
 - a. No action would be taken to change the present allocation of aircraft which has been approved by the Combined Chiefs of Staff for planning purposes.
 - b. No combat type of aircraft shall in the future be permitted to accumulate in India awaiting movement into China. However, it was made very clear that the full and complete numbers and types of aircraft which have been allocated to the Chinese Government will be made available from sources in the United States immediately after receiving information from the Theatre Commander, that these aircraft can be effectively employed, maintained, and supplied logistically in China. This is in accordance with the policy of Combined Chiefs of Staff that the maximum numbers of aircraft will be employed in combat against the enemy and in training, and the minimum numbers to be left on the ground.
 - c. That the Theatre Commander would be informed monthly of the status of Chinese crew training in the United States to permit a more accurate evaluation of future aircraft requirements.
 - d. That shipment from the United States of Chinese crew members after completion of training, would be expedited as much as possible and commensurate with our other shipping requirements.

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COPY FOR SEC/AIR STAFF

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3. That consideration would be given to a plan suggested by General How wherein Chinese B-24's would be based and operated in China on a self-sufficient basis. General Stillwell has been requested to advise if Chinese B-24 crews, which are available in November, can be used in India, and if not to recommend disposition of them. No answer has been received as yet.

4. You may rest assured that the Army Air Forces is doing everything reasonable to get the Chinese crew and airplane situation on a satisfactory basis.

Signed

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

~~SECRET~~
11 OCT 1944
AGC

KAR 4521 China (122)

DECLASSIFIED
OOO USA

8 Jan. 4, 20 June 1984
By: *[Handwritten Signature]*

DECLASSIFIED

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

Aircraft for the Chinese Air Force

Assistant Chief of Air Staff Plans (Attention: Gen. Jamison)
Chief of Air Staff

4 Oct 44
1
TAF:JB 5789

1. General Giles, on instructions from General Arnold, desires that Assistant Chief of Air Staff, Plans prepare a memo for Mr. Harry Hopkins outlining this Chinese picture as set forth in the attached papers.
2. Mr. Hopkins should be advised at the conclusion of the paper that the AAF is doing everything reasonable to get the crew and airplane situation on the beam.

Signed
T. A. FITZPATRICK,
Colonel, G. S. C.,
Secretary, Air Staff.

- 3 Incls.
Memo for record 22 Sep 44
Memo to Gen. Now 23 Sep 44 (cy)
Ltr to Gen. Jamison fr Gen. Now
in trip 26 Sep 44

62482200
5 OCT 1944
808
[Handwritten Initials]

[Handwritten: 4521 China (122)]

[Handwritten: file 10/4]

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

[Handwritten: 5789 4521 China (122)]

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~~CONFIDENTIAL~~

Chinese Training in the United States
AG/AS, Operations, Commitments and Requirements
Chief of the Air Staff

DECLASSIFIED
DOO Int.

7 October 44

9 Jan. & 29 June 1974
By ARJ/IV, J.C. DeLoach 176

3

1. Comment No. 2 has been noted by the Chief of the Air Staff.
2. It is desired that a further report be submitted at the earliest practicable date.

Signed

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

RECORDED
9 OCT 1944
GMB

452.1 China (121)

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~~CONFIDENTIAL~~

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①
452.1 China (121)

~~CONFIDENTIAL~~

DECLASSIFIED

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DOO WTS.

8 Jan. & 20 June 1978

By: AS/IK AC: DD Date: 10/7/76

Chinese Training in the United States

3 October 1944

Assistant Chief of the Air Staff, CGAS
Attn: General Craig
Chief of the Air Staff

MAL/hd/3373 1

1. As a result of a conference with Major General P. T. How, Chinese Air Force, in which General Jamison and General Giles participated the following was brought out:

"Many of the Chinese cadets, after finishing their OTU training in pursuit or in bombardment flying in this country, have sometimes had to wait from one to three months at Santa Ana Army Air Base before embarkation for China. Such a delay may have in part caused certain airplanes being left at Karachi without being flown into China immediately. Request was made at the conference for future air shipment of these cadets. General Giles remarked that owing to the urgent need of air shipment of personnel and supplies to the European Theater, he could not promise the arrangement of air shipment for these cadets. He further indicated that the surface transportation to the Far East was also heavy due to the requirements of the South Pacific Theater. However, he would attempt to have the situation with regard to the transportation of Chinese cadets improved in the future."

2. General Giles desires that you take the necessary action at once to insure that these Chinese Cadets will be more rapidly dispatched from this country upon completion of their OTU training.

3. A report is desired as to the action which you contemplate taking in order to carry out the foregoing directive.

Signed
MILLARD A. LIBBY
Colonel, G. S. C.
Executive, Chief of the Air Staff

VSZ.1 China (121)

UNRECORDED
3 OCT 1944
ASB

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~~CONFIDENTIAL~~

Sal VSZ.1 China (121)

HEADQUARTERS AAF
ROUTING SLIP

TO →	OFFICE & INDIVIDUAL IN TURN	DATE FORWARDED
1.	DEPUTY CHIEF OF AIR STAFF	30 Sep 1944
2.		
3.		
4.		
5.		

FOR → FOLLOWING ACTION(S) AS CHECKED

COORDINATION	NOTE AND RETURN	<input checked="" type="checkbox"/> INFORMATION
NECESSARY ACTION	RECOMMENDATION	FILE
SEE OR PHONE ME	APPROVAL	SIGNATURE

COMMENT

The attached copy of letter from General How forwarded for information in reference to Memorandum for the Record same subject from General Jonison, dated 22 September 1944.

(Copy also sent to Gen. Giles)

AB JH J

FROM → OFFICE & INDIVIDUAL	PHONE
ASAS Plans - Log Plans Rm. TLM	

SC - 5283 3-220, 27 Nov. 1 and 1944

124

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: *Decided*

Folder Title: *452.1 China (20)*

Item(s) and Security Classification:

1. Memorandum, P.T. Mow to G.C. Jamison, 9/26/44, 2p. C. 2 copies
FGI: China

PK

1 MCT

Reviewer

1994

2-2-77

Date

85-57 (rev 4/90)

DECLASSIFIED

DECLASSIFIED
DOO 825

8 Jan 20 20 1974
By *PLA/PLC AC Doc 10110*

12

22 September 1944.

MEMORANDUM FOR THE RECORD:

A meeting was held 21 September 1944 in the office of the Chief of Air Staff to discuss the subjects of aircraft allocation, assignment, and delivery of aircraft to the Chinese Air Force.

FRAMES:

AAE

Chinese Air Force

Lt. Gen. E. M. Giles
Maj. Gen. I. S. Euter
Brig. Gen. G. C. Jamison

Maj. Gen. F. T. How
Col. Chien

Aircraft Allocation

General Giles directed that no action be taken to effect a change in the allocation of aircraft to the Chinese Government which has been approved by the Combined Chiefs of Staff for planning purposes. The Munitions Assignments Board is charged with the responsibility for the assignment of aircraft based on strategic needs and uses for its guidance the Combined Chiefs of Staff document which sets forth the long term allocations of aircraft to each of the United Nations.

a. Delivery of Aircraft. It was stated that no combat type aircraft shall in the future be permitted to accumulate in India awaiting movement into China. These aircraft are vitally needed in other combat theatres and their sitting in storage accumulating dust and rust is no longer tenable. However, it was made very clear that the full and complete numbers and types of aircraft which have been allocated to the Chinese Government will be made available from sources in the United States immediately after receiving information from General Stilwell that these aircraft can be effectively employed, maintained and supplied logistically in China.

The above decision is in accordance with a stipulation contained in the Combined Chiefs of Staff allocation paper to the effect that the maximum numbers of aircraft will be employed in combat against the enemy and in training, and the minimum numbers to be left on the ground.

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b. Availability of Trained Personnel. At the request of General How, it was agreed that General Stilwell and General Stratemeyer would be informed of the status of Chinese crew training in the United States to permit an evaluation of future aircraft requirements.

Light Transport Aircraft

General How outlined the need of the Chinese Air Force for light transports for use in supporting guerrilla forces operating behind Japanese lines. A formal request for utility transports and twin-engine trainers has been filed with the Munitions Assignments Committee and General How was informed that the request would be considered and acted upon at an early date. General Stilwell's recommendations will be obtained and our action will be governed thereby.

Action

The Assistant Chief of Air Staff, Plans, is taking necessary action to carry out decisions made.

G. C. JAMISON,
Brigadier General, U.S.A.

Distribution:

- General Arnold
- General Giles
- General Euter
- General How
- Colonel Chien
- Deputy Chief of Air Staff
- AGAS WMS
- AGAS OCSB
- AGAS Training

45 2-1 China 119

File
7/14
4/2-14

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45 2-1 China 119

HEADQUARTERS ARMY AIR FORCES

ROUTING SLIP

TO: *Deputy Chief of A/S* DATE *9/23*

OFFICE OR SYMBOL	BUILDING
ATTENTION:	ROOM <i>3E1027</i>

FOR:

<input type="checkbox"/>	COORDINATION	<input type="checkbox"/>	INVESTIGATION	<input type="checkbox"/>	REC. ACTION
<input checked="" type="checkbox"/>	INFORMATION	<input type="checkbox"/>	RECOMMENDATION	<input type="checkbox"/>	SIGNATURE
<input type="checkbox"/>	FILE	<input type="checkbox"/>	CONFERENCE	<input type="checkbox"/>	

REMARKS:

noted - RLO

LH.

SC 4905

FROM:

NAME <i>Major Gen LS Kutz</i>	OFFICE OR SYMBOL <i>AICP</i>
PHONE <i>833</i>	BUILDING <i>Pentagon</i>
	ROOM <i>3E1078</i>

DECLASSIFIED
DD Form 1
1 Jan. & 30 June 1962
By *ALM/AC* Date *10/17/76*

~~SECRET~~
DECLASSIFIED

12

23 September 1944

MEMORANDUM FOR GENERAL LUTSENHEISER
GENERAL LINDGAY

Subject: Allocation, Assignment and Delivery
of Aircraft to Chinese Air Force.

1. For guidance.
2. Coordination between Logistical Plans and Operational Plans Divisions on this particular subject has apparently been none too good. It is clear that the subject matter in the attached memorandum does pertain to both divisions. In so far as this Office is concerned Logistical Plans is the authority on Lend-Lease, and on the allocating, availability and movement of the aircraft referred to; and Operational Plans is the authority on the command and the theatre operational aspects involved. Each Division will take special precaution on coordinating this particular subject as it is expected that extensive and delicate negotiations will ensue. General Janison is transmitting these Memoranda for Record to General How and Colonel Chien.
3. General Lutsenheiser will prepare a letter to General Stratemeyer for my signature, transmitting a copy of this memorandum to him. Operational Plans Division will monitor the action indicated in sub-paragraph "b" at the top of the second page. Operational Plans Division will prepare and coordinate with General Janison the message required on the light transport aircraft.

1/Incl - Memorandum
for the Record,
9/22/44

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

Cy to: H
Deputy Chief of Air Staff
AC/AS, EMS
AC/AS, OCSR
AC/AS, Training

DECLASSIFIED

545 #52 China 9/25/44

DECLASSIFIED

DECLASSIFIED
DD Form 1
1 Jan. & 30 June 1974
By *ALM/AC* Date *10/17/76*

22 September 1944.

MEMORANDUM FOR THE RECORD:

A meeting was held 21 September 1944 in the office of the Chief of Air Staff to discuss the subjects of aircraft allocation, assignment, and delivery of aircraft to the Chinese Air Force.

AAE	Present:	Chinese Air Force
Lt. Gen. D. H. Giles		Maj. Gen. P.T. How
Maj. Gen. L.S. Kuter		Col. Chien
Brig. Gen. G.C. Janison		

Aircraft Allocation

General Giles directed that no action be taken to effect a change in the allocation of aircraft to the Chinese Government which has been approved by the Combined Chiefs of Staff for planning purposes. The Executive Committee Board is charged with the responsibility for the assignment of aircraft based on strategic needs and uses for its guidance the Combined Chiefs of Staff document which sets forth the long term allocations of aircraft to each of the United Nations.

b. Delivery of Aircraft. It was stated that no combat type aircraft should in the future be permitted to accumulate in India awaiting movement into China. These aircraft are vitally needed in other combat theatres and their sitting in storage accumulating dust and rust is no longer tenable. However, it was made very clear that the full and complete numbers and types of aircraft which have been allocated to the Chinese Government will be made available from sources in the United States immediately after receiving information from General Stilwell that these aircraft can be effectively employed, maintained and supplied logistically in China.

The above decision is in accordance with a stipulation contained in the Combined Chiefs of Staff allocation paper to the effect that the maximum number of aircraft will be employed in combat against the enemy and in training, and the minimum numbers to be left on the ground.

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b. Availability of Trained Personnel. At the request of General How, it was agreed that General Stilwell and General Stratemeyer would be informed of the status of Chinese crew training in the United States to permit an evaluation of future aircraft requirements.

Light Transport Aircraft

General How outlined the need of the Chinese Air Force for light transports for use in supporting guerrilla forces operating behind Japanese lines. A formal request for utility transports and twin-engine trainers has been filed with the Munitions Assignments Committee and General How was informed that the request would be considered and acted upon at an early date. General Stilwell's recommendations will be obtained and our action will be governed thereby.

Action

The Assistant Chief of Air Staff, Plans, is taking necessary action to carry out decisions made.

G. C. JAMISON,
Brigadier General, U.S.A.

Distribution:
General Arnold
General Gilles
General Eyster
General How
Colonel Chien
Deputy Chief of Air Staff
AGAS HMG
AGAS OCSM
AGAS Training

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HEADQUARTERS ARMY AIR FORCE
ROUTING SLIP

DATE 9/26

TO:

OFFICE OF SYMBOL <i>Secy Air Staff</i>	BUILDING
ATTENTION:	ROOM

FOR:

	COORDINATION	INVESTIGATION	REC. ACTION
	INFORMATION	RECOMMENDATION	SIGNATURE
	FILE	CONFERENCE	

REMARKS:

*Cable No. CM-OUT 3564
has been dispatched
to Gen. Stillwell.
Information copy
was sent to S/As.*

FHL

F. H. LEWIS
Major, A.C.

NAME: t. Executive	OFFICE OF SYMBOL
Asst. Ch. of Air Staff	ROOM
Operations, Commitments & Requirements	

3-218, AF

HEADQUARTERS ARMY AIR FORCES

ROUTING SLIP

TO: *OSAS* *PR* DATE *9/2/66*

OFFICE OR SYMBOL <i>OCT-R.</i>	BUILDING
ATTENTION: <i>Gen. Craig</i>	ROOM <i>4E1066</i>

FOR:

COORDINATION	INVESTIGATION	<input checked="" type="checkbox"/>	REC. ACTION
INFORMATION	RECOMMENDATION	<input type="checkbox"/>	SIGNATURE
FILE	CONFERENCE	<input type="checkbox"/>	<input type="checkbox"/>

REMARKS:

*As indicated on note
by Gen. Fiker.*

PR

FROM: *Miss McCallum* OFFICE OR SYMBOL

DECLASSIFIED
DDO WTS.

8 Sep. 6 30 June 1994
By: *ALJ/IK J.C. Date: 10/17/94*

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5. SPECIAL C-47B FOR GENERAL STILLWELL

~~SECRET~~

The C-47B which was specially modified for the use of General Stillwell is now ready at the factory and will go to staging area immediately for prompt dispatch to destination.

H. A. CRAIG
Major General, USA
Asst Chief of Air Staff, Operations,
Commitments and Requirements

Gen Craig

Prepare message

for Gen Ernst to Stillwell

Eller

4521/Chair (110)

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- 3 -

SAS 4521 chair (110)

file 9/28 MK

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~~SECRET~~
By Authority of
The Commanding General
Army Air Forces
Date Initials

AFRAE
Capt Sanders/315/72354
In 38-1632
12 Sept 44

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DD Form

1 Jan 40 (Rev. 1939)

By AFRAE/315/72354

12 SEP 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Status of P-51's and Night Fighter Squadrons for Fourteenth Air Force

1. The following information is furnished with reference to your desire to furnish P-51 fighters and P-41 night fighters to General Chennault.

2. Present composition of fighter squadrons in CBI is as follows:

	<u>South AF</u>	<u>Fourteenth AF</u>
P-51	4 (a)	2
P-41	7 (a)	3
P-40	1	1
P-38	2	2 (b)
Total	14	14

(a) Includes one (1) command squadron

(b) Includes four (4) fighter squadrons in CAGW

3. The objective for the Fourteenth Air Force, including CAGW, is to provide, as rapidly as possible by transfer and procurement, sufficient aircraft to equip and maintain 17 P-51 squadrons in China. The theater commander has stated that all P-51's will be made available for use in China until this objective is attained.

4. Two (2) months are required for water-shipment of P-51's to CBI, and an additional month is required after arrival in theater for assembly of aircraft and delivery to China. On this basis, the following tabulation indicates the present status and projected arrival of P-51's in China:

452.1 China (117)

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452.1 China (117)

COPY FOR CG, AF

Memorandum for Chief of Air Staff

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As of	India	China
As of 1 Aug 44	100	50
Estimated Arrivals		
By 30 Sept 44		100 (from India)
1 Oct		100
30 Nov		50
1 Dec		50
31 Dec 44		100
30 Jan 45		100
31 Mar		100

3. Above schedule of arrivals should make it possible for P-51 squadrons to be operational in China as follows:

1944				1945			
Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
6	9	9	9	11	15	17	

4. 113 P-51's originally allocated for the Chinese Air Force are scheduled to become available from production during the balance of 1944. These, if made available to ASF units, would add to the effective strength in CIL. 50 P-51's already shipped to the Chinese Air Force may also be used to support ASF units, if the Chinese are not able to use them at this time.

7. Night Fighter Squadrons for CIL:

a. Four (4) Night Fighter Squadrons were originally planned for deployment in CIL, two (2) for China and two (2) for India. In late 1944, General Stinson called that he had no requirement for the two squadrons planned for the Fourteenth Air Force, as they were re-assigned to other theaters. The command of the 45th and 47th for India was cancelled.

b. In July 1944, an urgent need for a night fighter squadron in the Eastern Command, CIL, arose and the 47th was directed to fill that requirement, with the proviso that one of the squadrons in ETO would be sent to CIL to replace the 47th, if required. Subsequently, the 47th was returned to Russia and was re-assigned to the Fifteenth Air Force, CIL.

c. The 45th Squadron was dispatched to the South Air Force as scheduled and is now in theater. Fifteen (15) P-51's are now enroute to provide unit equipment. Recent information from theater indicates this squadron will be assigned to the Fourteenth Air Force as soon as it is operational.

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H. A. Greig
Major General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

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DDO WTS

8 Jan. 6 20 June 1984
By: [Signature]

Allocations of Aircraft for the Chinese Air Force.

General Janison

8 Sept. 1944

Chief of the Air Staff

1
MAL/gud/3373

1. General Giles desires that you prepare a case for the Munitions Assignments Board setting up an entirely new allocation of aircraft for the Chinese Air Force in detail. General Giles stated that it should be specifically understood that none of the aircraft so allocated will be shipped to the Chinese until actually requested by the Commanding General of the China-Burma-India Theatre. General Stilwell is thoroughly familiar with this deal, and has stated that the Chinese should get no more airplanes unless he, or his successor, specifically requested delivery of them. General Giles wishes to see this case before it is presented.

Signed
MILLARD A. LIBBY,
Colonel, G. S. C.
Executive.

LIBBY:ALB
9 SEP 1944
AMG

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MEMORANDUM SUBMITTED TO CHIEF OF STAFF BY MEMBERS OF CH. STAFF

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Form 6 20 June 1954
By: ~~SECRET~~ ACI Date: 1/1/78

14 Sep 1944

Col. AS - Subj

Re-equipping of Fighter Groups in China with P-51's.

AS/AS, 6000

Sept 8, 1944

Chief of Air Staff

1. It is highly desirable that General Stencel re-equip all of his fighter groups with P-51's as soon as we can provide the airplanes without material interference to the war in Europe.

2. What can this be done?

Signed

RICHARD H. STARR
Lieutenant General, U. S. Army
Chief of the Air Staff

16 SEP 1944

Chief of Air Staff

AS/AS, Operations, Commitments & Requirements

SECRET NO. 1
JL/ASG/72000

1. The following information is furnished in accordance with the request in control no. 11

a. Fighter squadrons now in China are equipped as follows:

P-51	2
P-40	1
P-47	1
P-50	1
(Includes 4 Sq in GACW)	

To be transferred from India

Total.....

General Stencel has indicated all P-51's in the theater will be made available for use in China until re-equiping of all squadrons with P-51's is accomplished. Present status and projected arrivals are:

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Re-equipping of Fighter Groups in China with P-51's.

Chief of Air Staff

16 SEP 1944

AS/AS, Operations, Commitments & Requirements

2 (CONT'D)
JL/ASG/72000

On Hand	31 Aug	60
Arrivals by	30 Sept	150 (Truff from India)
	31 Dec 44	200
	31 Mar 45	300

2. Above arrivals should make it possible for P-51 squadrons to be operational in China as follows:

1944							1945		
30 Sept	31 Oct	30 Nov	31 Dec	31 Jan	30 Feb	31 Mar			
6	9	9	9	11	15	17			

1. Fifty (50) P-51's enroute to the Chinese Air Force and one hundred and thirteen (113) additional allocated to them from the balance of 1944 production may be used to accelerate the planned rate of conversion if, in the opinion of the theater commander, the Chinese are not able to use them.

2. No acceleration of this schedule would be possible except by immediate diversion from allocations to European theaters, which could be made only at the expense of permitting those theaters to fall below authorized strength.

3. The information contained in paragraph 1 above, is a summary of a memo complete memorandum dated 12 September which was prepared and submitted for the Chief of Air Staff in compliance with a verbal request. A copy of this memorandum is attached.

Signed

Attach:
Memo for C/AS, 4th 12 Sept,
subj as mentioned abv

Kenneth P. Bergquist
Colonel, Air Corps
Executive, Ass't Chief of Air Staff
Operations, Commitments & Requirements

AFPM _____

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- 2 -

SAS 452.1 China (115)

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DD FORM
1 JUN 60 EDITION
GPO : WASHINGTON, D.C. 20540

Re-equipping of Fighter Groups in China with P-51's.

AG/AS OCSA

Sept 6, 1944

Chief of Air Staff

1

1. It is highly desirable that General Chennault re-equip all of his fighter groups with P-51's as soon as we can provide the airplanes without material interference to the war in Europe.
2. When can this be done?

(Signed)

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

*File
Sept 7-44*

US-21 China (15)

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6 SEP 1944
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SA: 45-21 China (15)

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500 hrs
Date: 4 22 June 1994
By: *ALAN J. ...*

G-47 Airplane For Use of General Stilwell

2 SEP 1944

AG/AG, Hqs, General Hahala

Deputy Commander, AAF

1

1. It is desired that one (1) G-47 airplane be modified for use of General Stilwell and modifications completed to assure readiness to depart staging area not later than 20 September 1944.

2. Project No. 90000-S has been established for the movement of subject airplane to destination and the Chief, Aircraft Distribution Office, Wright Field has been instructed to arrange immediate delivery of one (1) G-47 from production to Materiel Command or Air Service Command depending upon which activity is designated to effect the required modification.

3. The required modifications of the G-47 for use of General Stilwell are as follows:

- a. Minimum winterization
- b. Standard radio less AN/APN-2
- c. Install dual radio compass
- d. Four 100-gallon cabin tanks for ferrying purposes
- e. Sound proofing
- f. Install one (1) bunk
- g. Install eight (8) seats
- h. Install one (1) table

~~SECRET~~
BARNEY M. GILES,
Lieutenant General, U. S. Army
Chief of the Air Staff.

15211 Airman (114)

2 SEP 1944
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File on
15211 Airman (114)

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Delivery of Aircraft Assigned to China

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DOO hrs

8 Apr. & 20 June 1974
By ALM/ML AC Date 10/7/74

4521 China (113)

TO: AC/AS, Plans
FROM: Chief of the Air Staff

17 SEP 1944

DATE 16 Sep 44

COMMENT NO. 2
PWT/eva/5265

1. Approved.
2. General Giles would like to see the case that will suspend October aircraft before it is presented to the Committee.
3. It is assumed that you will notify AC/AS, Materiel & Services.

Incls n/c

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

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SAS 4521 China (113)

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DOO hrs.

8 Jan. & 20 June 1974

By ADJIK /c/ Date 12/17/74

8 September 1944

MEMORANDUM FOR THE HONORABLE HARRY L. HOPKINS;

SUBJECT: Allocation of Aircraft to the Chinese Air Force
Last Half 1944.

1. At the EASTAST Conference General Chennault submitted a plan for modernizing the Chinese Air Force. This plan provided for re-equipping with modern type aircraft the following units:

	<u>U.S. Airo</u>	<u>Type</u>	<u>Attrition Per Month</u>
IV Fighter Group	48	P-41	20%
XI Fighter Group	48	P-41	20%
II Medium Bomb Group	48	B-25	15%
VIII Heavy Bomb Group	30	B-24	15%
XIII Reconnaissance Squadron	18	F-6 (P-38)	12%
Transport Squadron	9	C-47	6%

4521

China
112

2. At the time of the review of aircraft allocations in May of 1944, aircraft were set up for allocation that would permit the accomplishment of this program by the end of 1944:

<u>Type</u>	<u>Allocation July-Dec. 1944</u>
P-41	148
B-25	100
B-24	36
F-6	36
C-47	10

File 4521

3. The Commanding General, U.S. Army Forces in China-Burma-India Theatre, and General Stratemeyer, the Commander of the Theatre Air Forces, recently advised us as follows:

4. In their opinion the Chinese are unable to maintain, base, fly, or fight the reconnaissance or the fighter aircraft.

*As requested
in Gen Arnold's
office H.*

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b. That the B-25's allocated cannot be absorbed as rapidly as the allocation will make them available (10 per month beginning in August 1944 are now recommended).

c. That the operation of the B-24's by the Chinese Air Force will interfere with other operations now in the area as it will involve:

- (1) Making available a base in Assam from which to operate them as transports.
- (2) Providing gasoline and oil in Assam for their operation in transport.
- (3) Their operation along a route area saturated with Air Transport Command traffic.
- (4) The construction at U.S. expense of a field in the Chengtu area from which they would operate tactically.

d. Unless you object, I propose to recommend to the Combined Chiefs to direct action and advise the Generalissimo of the actions directed as follows:

e. That the allocation of aircraft to the Chinese Air Force in the second half of 1944 for delivery and acceptance in the U.S. be revised as follows:

Type	Present Schedule	Revised Schedule
P-51	165	50
B-25	100	50
B-24	55	0
P-4	34	15
C-47	10	10

b. That the remaining aircraft be shipped to the Theatre where they will be available for transfer by the Theatre Commander upon authorization by the Munitions Assignments Board. The MAB's authorization will be given when and if there is the capacity to effectively operate them in China.

*13526/13526
6 Sept 44
BAG*

[Stamp]

*Dispatched
by Gen Arnold's
office, 5 Sept 44*

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

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8 Jan. 6 30 June 1974

by MAJ/JC: Dm 10/17/06

AFANP
HSD:mas
TALST
wins 26 Aug 66

MEMORANDUM FOR THE HONORABLE HARRY L. HOPKINS:

Subject: Allocation of Aircraft to the Chinese Air Force Last Half 1944.

1. At the SEIKANT Conference General Chennault exhibited a plan for modernizing the Chinese Air Force. This plan was to re-equip with modern type aircraft the following units:

	<u>U.S. Type</u>	<u>Type</u>	<u>Attrition Per Month</u>
IV Fighter Group	48	P-51	30%
XI Fighter Group	48	P-51	30%
II Medium Bomb Group	48	B-25	15%
VIII Heavy Bomb Group	30	B-24	15%
XIII Reconnaissance Squadron	15	P-5 (P-38)	15%
Transport Squadron	9	C-47	5%

2. General Chennault (as Chief of Staff of Chinese Air Force) was advised that the Air Force would present his plan through the War Department, the Combined Chiefs of Staff, the Operations Assignments Board, and the Joint Logistics Agency, and that final action would be substantially as follows:

- a. The plan would be approved in principle.
- b. The delivery of aircraft in types and numbers indicated to support this force would be contingent upon:
 - (1) Sufficient tonnage being delivered into China to maintain all types except heavy bombers at at least 50% of normal operating rates. (Heavy bomber types would have to be self-supporting and hence have a lower operating rate.)
 - (2) Assurance that adequate numbers of properly trained Chinese personnel would be available to operate and maintain the aircraft.
 - (3) The availability of the aircraft desired being in numbers beyond those required by Army Air Force units.

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COPY TO: S/AS

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2. Replacements for attrition would be provided to meet actual losses to support the units rather than on a straight percentage basis.

3. That the delivery of aircraft to execute this plan would not start until the second half of 1944.

3. In accordance with this general agreement, at the time of the review of aircraft allocations in May of 1944, aircraft were set up for allocation that would permit the accomplishment of this program by the end of 1944:

Type	Allocation July-Aug. 1944
F-51	140
B-27	100
B-26	35
F-5	24
C-47	10

4. The Commanding General, U. S. Army Forces in China-Siam-India Theatre, and General Stutzinger, the Commander of the Theatre Air Forces, advise us as follows:

a. In their opinion the Chinese are unable to maintain, base, fly, or fight the reconnaissance or the fighter aircraft.

b. That the B-25's allocated cannot be absorbed as rapidly as the allocation will make them available (10 per month beginning in August 1944 are now recommended).

c. That the operation of the B-25's by the Chinese Air Force will interfere with other operations now in the area as it will involve:

- (1) Holding available a base in Assam from which to operate them as transports.
- (2) Providing gasoline and oil in Assam for their operation in transport.
- (3) Their operation along a route area saturated with Air Transport Command traffic.
- (4) The construction at U. S. expense of a field in the Changtu area from which they would operate tactically.

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5. Unless there is an objection, I propose to follow the recommendation of the Theater Commander and recommend that the Command Chief's direct action as follows and advise the Generalization of the action directed:

6. That the allocation of aircraft to the Chinese Air Force in the second half of 1944 for delivery and acceptance in the U.S. be revised as follows:

Type	Present Schedule	Revised Schedule
P-40	145	90
B-24	100	90
B-26	30	15
P-47	25	20
C-47	10	10

7. That the remaining aircraft be shipped to the Theater where they will be available for transfer by the Theater Commander upon authorization by the Supplies Assignments Board. The SAC's authorization will be given when and if there is the capacity to effectively operate them in China.

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

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DDO No.
1 Jan. & 30 June 1999
By: *MANIK*

6 September 1944

MEMORANDUM FOR GENERAL GILES:

Subject: Transfer of Training Being Done at Karachi to United States.

1. Pursuant to your instructions action has been initiated to transfer training being conducted at Karachi to United States and to eliminate the training establishment at Karachi.

2. After investigation I have found that there are no real objections to this move.

H. A. Craig
Major General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

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*File
29-9-44
Please acknowledge
Asst. Chief
Room 3E1117*

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DDO No.

1 Jan. & 30 June 1999
By: *MANIK*

AUG 25 1944

MEMORANDUM FOR CHIEF OF AIR STAFF.

SUBJECT: Chinese Training at Karachi.

DISCUSSION

1. On 26 November 1943 General Chennault, acting for Generalissimo Chiang Kai-Shek, requested by memorandum to Operational Division, VMSG, that the following Chinese Air Force Units be equipped with modern equipment during 1944.

	HE	TYPE
* IV Group Fighter	48 aircraft	P-51, P-63 or P-40H
* XI Group Fighter	48 "	P-51, P-63 or P-40H
** II Group MB	48 "	P-26B or P-26H
** XIII Sq Recon (Photo)	15 "	P-38 (P-5's)
** VIII Group MB	30 "	B-24 series
Transport Squadron	9 "	C-47

- * Attrition 20% monthly
- ** Attrition 18% monthly
- ** Attrition 12% monthly

2. General Arnold in reply to the above gave General Chennault a memorandum dated 26 November 1943 stating that final action on modernizing Chinese Air Force will be substantially as follows:

- The Plan will be approved in Principle.
- Delivery of aircraft by types and numbers will be contingent upon:
 - Assurance of sufficient tonnage over the Hump to maintain all types except B-26's which will be self supporting.
 - Assurance that adequate numbers of properly trained Chinese personnel are available to maintain and operate the aircraft.
 - Availability of aircraft beyond those required by USAAF Units.

452.1 China (111)

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3. On 19 July 1944, WARE 68063 from Arnold to Stilwell stated that aircraft for proposed modernization of Chinese Air Force had been tentatively allocated by Munitions Assignment Board as follows:

B-24	
October	10 aircraft
November	10 "
December	15 "

B-25H	
July	50 aircraft

B-25F	
September	20 aircraft
November	20 "

F-50 (F-6)	
August	15 aircraft
October	10 "
December	9 "

F-51C	
August	20 aircraft
September	30 "

F-51B	
October	20 aircraft
November	20 "
December	45 "

C-47B for CHAS	
July	4 aircraft
September	4 "
November	4 "

C-47B for CAF	
August	4 aircraft
October	3 "
December	3 "

4. On 1 August 1944 CM-12-625 from General Gille recommended to Commanding General, Army Air Forces that no more new aircraft be assigned to the Chinese Government at this time due to their inability to fly, maintain, and supply them in China.

5. On 5 August 1944 CM-12-5093, General Sultan cabled to General Arnold that he concurred in general with General Gille's recommendations that no new aircraft be assigned to the Chinese Government.

6. Subsequent to General Gille's cable of 1 August, outlined in paragraph 4 above, a cable, WARE 72491 dated 3 August, was dispatched from Arnold to Stilwell stating in part, "WD policy on lend lease aircraft to China is contingent on points outlined (see paragraph 2 above). Because of political reasons and fact that CGS has already made allocation there can be no change in present allocation without CGS approval. However, MAB will take action month by month to delay assignments to CAF upon your recommendation with such advice from Strategymag as you deem necessary. It is requested that you keep War Dept advised of lend lease aircraft allocated to Chinese which may be in your theatre in excess of Chinese to accept under conditions listed above (see paragraph 2) MAB will then take action to credit Chinese allocations and WD will reassign the aircraft to USAAF units in CHI." On 25 August CM-12-7226 General Sultan cabled that no F-51's, no

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F-5's, and no B-26's should be assigned to the Chinese between August and December 1964. That B-26's should be assigned 10 per month and that C-47's should be assigned as allocated.

7. On 2 August 1964, General Giles in a letter to Commanding General, Army Air Forces stated "At Karachi, I went over the GHI training establishment with Julian Hadden who is in command. As a result of my inspection, and after talking to Strateneyer and Cheneault, I am convinced that this training set-up should be eliminated except for a brief theatre indoctrination of 5 to 10 hours. All other training now being done there can be done in the US. I will handle this matter on my return."

8. On 16 August CM-IN-16115, from Strateneyer to Arnold, it is recommended that in the future all Chinese Air Force training be conducted in the United States. On 22 August CM-IN-81250 General Strateneyer reiterates his recommendation regarding transfer of Chinese training from Karachi to United States and further points out that it is believed that no real Chinese Air Force can be created until a port in China is available and that requirement for transportation of personnel is no problem in view of the probable date of acquisition of a port in China.

9. Present training for the Chinese Air Force in the United States is outlined in Tab A. It is believed that the additional training now being conducted at Karachi should be absorbed in XI. This is particularly true in view of the probability that it may be several months before the proposed modernization of the Chinese Air Force can be put into effect and maintained. After these units have completed their training the maintenance of their status presents a problem which will also have to be taken care of by AC/AS, Training.

10. The transfer of Karachi training to XI will release service personnel badly needed in the theatre as well as give additional airfield space for the redeployment program.

CONCLUSION

11. In view of the fact that political implications may arise over the transfer of all Chinese training from Karachi it is believed that the Theatre Commander's concurrence should be obtained before actually putting the transfer into effect.

RECOMMENDATION

12. It is recommended that:

a. The attached cable from Marshall to Stillwell, which has been concurred in by GFD, recommending the transfer of all Chinese training from Karachi, to XI be dispatched.

- 3 -

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2. The attached directive be issued to OCAF, as soon as General Stilwell's concurrence is received, in order to establish a requirement in XI for implementation of the additional training of China Air Force personnel.

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

3 Incls:
Tab A - Chinese Training
Program.
Tab B - Proposed Cable.
Tab C - Proposed Memo to
OCAF.

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DOO hrs

8 Jan. & 20 June 1974

By: *[Signature]* / *[Signature]*

19 July 1944

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Conference with General Chu

1. General Chu called this morning to pave the way for Dr. Kung's next visit with you concerning increasing hump tonnage in civilian consumers goods as we anticipated.
2. General Chu left with the following: - General Arnold will probably give sympathetic consideration to a proposal from Dr. Kung to increase the number of C-47's available to CNAC up to twelve or more airplanes after the six inch pipeline from Calcutta begins to deliver more aviation gasoline into the Assam area.
3. He also knows that General Arnold is disturbed by Dr. Kung's belief that we could get more tonnage (military or civil) from the Assam Providences into China by any means - by Dr. Kung's proposal, or by dozens of other proposals which we have ourselves considered.
4. The inclosed memorandum, subject: Hump Cargo for Civilian Consumption, is recommended as further reference data in explanation of the items set forth above for your use in your next conference with Dr. Kung.

SFA 452.1 China (110)

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

Incl. ~~copy~~
Memo, subj: abv in Para
4, to CG/MAF dtd 7-19-44
Memo dtd 7-11-44 to Gen Watson
abv subj, w/incl.

COPY TO: General Wilson ✓
General Timberlake
General Jamison
Colonel Loutzenheiser
Colonel G. G. ~~1944~~ CLASSIFIED

*File
and
R-2-44*

[Handwritten initials]
[Handwritten initials]

45 452.1 China (110)

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DDO Hqs.

8 Jan & 20 June 1974
By: AKW AC: Don 18712

SECRET
By Authority of The Commanding General Army Air Forces
7-2-44 <u>KPB</u>
Date Initials

2 JUN

MEMORANDUM FOR DEPUTY CHIEF OF AIR STAFF
(General Wilson)

Subject: B-24 LAB Aircraft for CBI

1. On radio CM-IN 23525 dated 28 June from Calcutta you commented "General Craig- what can we do for them?"

2. CM-IN 23525 stated that success of these aircraft in China make it expedient to assign all 44 such aircraft projected for that theater to the Fourteenth Air Force. It gave estimated loss of eight (8) to ten (10) planes per month and asked if they would get further replacements. It also asked to have two aerial radar operator crew members instead of one per plane.

3. The 44 LAB aircraft projected for CBI are made up of twenty (20) in theater and twenty-four (24) to go in July.

4. Our answer (CM-OUT 58425) dated 30 June stated:

a. We can provide ten (10) LAB B-24s monthly with trained crews beginning with August allocation.

b. We cannot provide the additional aerial radar operator and suggest they train radio operators or available gunners as relief scope interpreters.

5. Our troop basis prevents our making available the additional radar operator requested.

452.1 China (109)

H. A. Craig
Major General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

RECEIVED
S. E. C.

2 JUN 1944

DECLASSIFIED

~~SECRET~~

452.1 China (109)

DECLASSIFIED

DECLASSIFIED
DOO Hrs
8 Jan. & 20 June 1974
By: ALAN J.C. Date: 11/17/74

22 June 1944

MEMORANDUM FOR GENERAL GILES:

Subject: Allocations of P-51 Aircraft to China for Chinese Air Force

1. ADO-302 as of 31 May 1944 is being changed so no P-51D's will be allocated to the Chinese until October 1944.
2. This change was made as a result of Air Marshal Welsh's letter of 20 June 1944.
3. Following is new schedule of allocations:

	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
P-51C		20	30				50
P-51D				30	40	43	113
							163

See 452.1 China

G. C. JAMISON,
Brigadier General, U. S. A.

*Noted by
Kirk
1/11/44
E.P.S.*

*File
under
4/23/44*

DECLASSIFIED

See 452.1 China 108



ADDRESS ONLY TO
COMMANDING GENERAL
AIR TRANSPORT COMMAND
WASHINGTON 25, D. C.

~~SECRET~~ DECLASSIFIED

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



14 JUN 1944

~~SECRET~~

DECLASSIFIED
DOO hrs.

8 Jan. & 20 June 1974
By: ALM/LC; DAW/KTH

By Authority of
The Commanding General
Air Transport Command
673-44 219 P17
Note Initials Division

MEMORANDUM FOR GENERAL H. H. ARNOLD:

Subject: Purchase of C-54 by Chinese Government

AMA

1. A cable received from General Ferris, Forward Echelon, CBI, dated 10 June 1944, with come-in #6415, requested certain information regarding a special mission C-54 now en route to Chungking to pick up Dr. Kung, Chinese Financial Minister, and to bring him to this country.
2. Included in the message was a sentence requesting that the Chinese Government be permitted to purchase a C-54.
3. It is felt that with the increasing demands being made on this Command, such a request should be discouraged and that any requests from the Chinese Government received in the future could very well be handled as in the past; namely, by special mission.

494 452.1 China (107)

H. L. George

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

*Gen Arnold notified
file
MOC*

DECLASSIFIED

~~SECRET~~

452.1 China (107)

6/15

DECLASSIFIED
000 hrs.

8 Jan 6 30 June 1974
By: *[Signature]* Date: *[Signature]*

DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES
INDIA BURMA SECTOR
CHINA BURMA INDIA THEATER

AFAEP
WMB:mec
74055
wtn: 22 May 44
A00/6

AAF (IBS) 452.1

AFO 671
7 May 1944

SUBJECT: Missing Chinese B-25 Aircraft

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

1. Reference is made to your radio 17200, dated 1 April 1944 and our radio F622A0F, dated 17 April 1944.

2. No record, either U.S.A.A.F. or C.A.F., of B-25 aircraft, No. 43-4203, can be found as ever having been received in the Theater.

3. In view of this it is recommended that this aircraft be traced from the time it left the United States.

For the Commanding General:

(S)
H. M. SCHWAB
Lt. Col, A.O.D.,
Adjutant General.

[Handwritten Signature]

SAS 452.1 China (106)

1st Ind.

WD Hq Army Air Forces, Washington 25, D. C. 22 May 1944 AFAEP/L

To: Commanding General, US AAF, India-Burma Sector, China-Burma-India Theater, A.P.O. No. 671 New York

1. B-25 Serial No. 43-4203 mentioned in the basis communication was crashed and salvaged in the United States.

2. Pursuant to Munitions Assignments Board policy the subject airplanes were considered to have been delivered in satisfaction of allocation when delivered from the factory.

3. No replacement for this airplane will be made unless a new case is presented to the MAB and action taken by the Board to allocate an airplane is favorable. The new case will be considered on its merits alone, without regard to previous action.

For the Commanding General, Army Air Forces

MAY 23 1944

CLASSIFIED SECTION

DECLASSIFIED

L. S. KUBER,
Major General, U. S. A.,
Assistant Chief of Air Staff, Plans.

105353

[Handwritten Signature]
E. 21/2/44

~~CONFIDENTIAL~~

COPY TO: S/AS

SC-523

[Handwritten Signature] 452.1 China (106)

ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON 25, D. C.

~~SECRET~~

DECLASSIFIED

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

Authority of The Commanding General Army Air Forces		AFSA FACTORY BUY UNITED STATES WAR DEPARTMENT
22 May 44	CH	
Date	Initials	

ATTENTION:

DECLASSIFIED
DOO Hrs.

8 Jan. & 20 June 1976
By: *[Handwritten initials]*

22 May 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: 100 C-47s for 3rd Combat Cargo Group

1. Subject aircraft arrived at Morrison Field between 12 and 16 May for staging and preparation for departure to China-Burma-India Theater. The first thirty (30) departed Morrison Field on 17 May after staging and preparation time of slightly over four days. Of the remainder, sixty-nine (69) departed on 21 May and the final airplane departed this morning (22 May). Average time for staging and preparation of the last seventy (70) was $6\frac{1}{2}$ days.

2. The location of all aircraft on the movement, reported as of 21 May, is as follows:

29	In South Atlantic Wing
71	In Caribbean Wing (Foreign)
<u>100</u>	

Noted to [Handwritten signature]
[Handwritten signature]

H. A. Craig
Major General, U. S. Army
Asst. Chief of Air Staff
Operations, Commitments & Requirements

80d 4521 China 100

*File
on 26 May 44*

DECLASSIFIED

~~SECRET~~

SAS 4521 China *[Handwritten initials]*

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED
DDO

31 Dec 63
11/11/11

30 March 1944

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF

Subject: Aircraft Diversions, India China Wing

1. For your information, there is given below record of aircraft diverted in India-China Wing from primary mission of ATC to the accomplishment of other theater undertakings, period being from September 1943 through March 1944:

a. 20 C-46's diverted to Troop Carrier Command on 17 March 1944 for 30 days temporary duty.

b. 25 C-46's placed on temporary duty with ACSEA on 25 February 1944; 13 returned on 2 March 1944, balance returned by 7 March 1944.

c. 15 C-47's diverted to ACSEA on 3 March 1944 and returned on 7 March 1944.

d. 4 C-47's on temporary duty with 14th Air Force since 14 October 1943.

e. 1 C-47 on temporary duty with ASC at Bangalore since 27 January 1944.

f. 2 C-47 on temporary duty with TCC since 27 January 1944 (in exchange for 2 B-25's obtained for Eastern Sector rescue ships).

g. 1 C-47 loaned to 301 Service Group, Lalmanirhat, on 23 September 1943 and returned 9 November 1943.

h. 1 C-47 loaned to 301 Service Group, Ondal, on 23 September 1943 and returned 6 January 1944.

i. 1 C-47 loaned to 51st Service Group, Chabua, 23 September 1943 and returned 14 October 1943.

j. 1 C-46 loaned to ASC Lalmanirhat 27 January 1944.

DECLASSIFIED

~~CONFIDENTIAL~~

452.1 China (13)

~~CONFIDENTIAL~~
DECLASSIFIED

k. 1 C-46 loaned to ASC Bangalore 10 February 1944.

l. 5 L-5's transferred to 71st Liaison Squadron.

m. 1 L-5 assigned to ASC.

For the Commanding General:

C. R. SMITH
Brig. Gen., U. S. A.
Deputy Commander

OK
452.1 China (13)

DECLASSIFIED

~~CONFIDENTIAL~~

File
April
4/17/44

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

~~SECRET~~
DECLASSIFIED

SECRET	
By AIRMAIL	NO
Routing General	
Army Air Forces	
NO.	
7	

SUBJECT: Information on Chinese Airfields

TO: Assistant Chief of Air Staff, Plans
Attention: General Hansell
FROM: Chief of the Air Staff

DATE 14 March 1944

COMMENT NO. 1
BMG/hd/3373

1. Confirming directive issued by General Arnold at today's meeting, desire that you prepare a letter to General Chennault requesting full information on the Chinese airfields generally in the triangle, Hongkong - Tungtinghu Lake - Shanghai.
2. General Arnold especially desires to know how they have supplied food, gasoline, oil, and equipment to these air bases. He asks the question, if these supplies were delivered by road, rail and road, rivers, or from the seacoast itself.

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

*Completed
in case*

BMG

*File
Mar.*

4521 China 102

DECLASSIFIED
GDD hrs.
8 Sep. & 30 June 1974
By *AB/HR JAC, DAW, RPT/2*

DECLASSIFIED
~~SECRET~~

4521 China 102

~~SECRET~~

DECLASSIFIED

AFDAS
NSV/gnd
Ext. 5265
Written 19 February 1944

DECLASSIFIED
DOD WTS.

FEB 20 1944

9 Jan. & 20 June 1954
Dr. *Handwritten initials*

MEMORANDUM FOR ADMIRAL WILLIAM D. LEAHY:

1. Attached is a recent cable from General Stilwell's Chief of Staff, stating that present arrangements for China National Aviation Corporation operations are far from satisfactory. General Stilwell wishes comments on alternative methods proposed for improving the situation and information as to existing War and State Department policies that might bear on this matter.

2. A proposed reply to General Stilwell, offering suggestions and requesting further data from him, is enclosed herewith. Before dispatching a reply, I should like to receive any comments or suggestions which The President may wish to make.

20 | 31-1-44
AAB

Officer Laurier

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

2 Incls:
#1-Cy. cable No. 89, dtd. 1/14/44.
#2-Draft of proposed cable.

File of 45-8.1 China 701

*File
@ 2/1/44*

DECLASSIFIED

~~SECRET~~

*Copy for Miss Ingersoll
by AB x 52, China 10*

AVAF LP
HHS/msh/74055

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED
GPO ltr.

8 Jan. & 20 June 1979
By AW/UC DC: Date 10/17/76

FEB '4 1944

Mr. Sao-Mo Alfred Sun
Acting Chairman,
China Defense Supplies, Inc.
2511 Massachusetts Avenue, N.W.
Washington, D. C.

Dear Mr. Sun:

In reply to your letter of 27 January, 1944 I wish to advise that it will be impossible to comply with your request for the five transport airplanes.

My staff has recently reviewed the transport aircraft situation in an effort to fulfill all requirements. This review has disclosed that there is a shortage of transport aircraft to the extent that no aircraft are available other than those presently allocated.

It is my understanding that there is not sufficient gasoline at Assam to support any additional airplanes at that point.

I regret that your request cannot be satisfied at this time but you may be sure you will be given every consideration as soon as suitable aircraft become available.

Sincerely yours,

Gen. H. H. Arnold

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

*Dispatch for Gen
A's office*

AW 452.1 China (99)

DECLASSIFIED

~~CONFIDENTIAL~~

AW 452.1 China (99)
Copy for Air AG

CHINA DEFENSE SUPPLIES, INC.
2511 Massachusetts Ave., N.W.
Washington, D. C.

January 27, 1944

General H. H. Arnold
Room 5B-1009 Pentagon Building
Washington, D. C.

Dear General Arnold:

You will recall that last summer Dr. Soong asked for ten transport planes. This was agreed to in principle and five planes were actually delivered. At your suggestion we refrained from pressing further for the remaining five until such time as the India-China Air Freight Service attained a volume of 10,000 tons a month. Since this volume has now been reached we have been instructed by the Generalissimo to renew the request for assignment of the remaining five at this time.

In view of the shortage of critical transport inside China, this request is considered of the greatest importance by the Generalissimo.

Sincerely yours,

/s/ Sao-Ke Alfred Sze

Sao-Ke Alfred Sze
Acting Chairman

AFARP LP
RMS/msh/74055

DECLASSIFIED

DECLASSIFIED
DOO WTS

8 Jan. 4, 20 June 1974
By: *AR/ML* [initials]

FEB 4 1944

Mr. Sao-Ke Alfred Sze
Acting Chairman,
China Defense Supplies, Inc.
2511 Massachusetts Avenue, N.W.
Washington, D. C.

Dear Mr. Sze:

In reply to your letter of 27 January, 1944 I wish to advise that it will be impossible to comply with your request for the five transport airplanes.

My staff has recently reviewed the transport aircraft situation in an effort to fulfill all requirements. This review has disclosed that there is a shortage of transport aircraft to the extent that no aircraft are available other than those presently allocated.

It is my understanding that there is not sufficient gasoline at Assam to support any additional airplanes at that point.

I regret that your request cannot be satisfied at this time but you may be sure you will be given every consideration as soon as suitable aircraft become available.

Sincerely yours,

Gen. H. H. Arnold

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

*Dispt. for
Gen Arnold's
Office*

DECLASSIFIED

CHINA DEFENSE SUPPLIES, INC.
2311 Massachusetts Ave., N.W.
Washington, D. C.

January 27, 1944

General H. H. Arnold
Room 3B-1009 Pentagon Building
Washington, D. C.

Dear General Arnold:

You will recall that last summer Dr. Soong asked for ten transport planes. This was agreed to in principle and five planes were actually delivered. At your suggestion we refrained from pressing further for the remaining five until such time as the India-China Air Freight Service attained a volume of 10,000 tons a month. Since this volume has now been reached we have been instructed by the Generalissimo to renew the request for assignment of the remaining five at this time.

In view of the shortage of critical transport inside China, this request is considered of the greatest importance by the Generalissimo.

Sincerely yours,

/s/ Sao-Ke Alfred Sze

Sao-Ke Alfred Sze
Acting Chairman

DECLASSIFIED

air 452.1 China (99)

~~CONFIDENTIAL~~
DECLASSIFIED

Transports for China.

General Arnold

AC/AS, Plans

DECLASSIFIED
DOO WTS

1 Feb 44

8 Jan. 4 20 June 1959
By: *ALM/KC* Date: *10/1/74*

1
EHS/mah/74055

Inclosed is letter prepared for your signature to the Acting Chairman, China Defense Supplies, Inc., in reply to letter received from China Defense Supplies, Inc.

L. S. KUTER
Brigadier General, U. S. A.
Assistant Chief of Air Staff, Plans.

Incl:

- Ltr to China Defense Supplies, Inc. for signature.
- Ltr fr China Defense Supplies, Inc. dtd Jan 27, 44.

DECLASSIFIED

~~CONFIDENTIAL~~

-1-

air 452.1 China (99)

February 4, 1944

Receipt is acknowledged of CONFIDENTIAL letter addressed to Mr. Sao-Ke Alfred Sse, Acting Chairman, China Defense Supplies, Inc., from General Arnold, dated February 4th.

(NAME)

(SIGNATURE)

Please acknowledge and return to:

General H. H. Arnold
3 E 1009 - Pentagon Building
Washington, D. C.

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET
DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Transports for China for C.N.A.C. DECLASSIFIED

TO: Deputy Chief of the Air Staff DATE 29 DEC 1943
 FROM: Assistant Chief of the Air Staff, Plans COMMENT NO. 1
GCJ:mec 71127

1. The best we can do for C.N.A.C. in the period January-June 1944 is to deliver two C-47's per month. This is the same number delivered in 1943 and should take care of attrition on the twenty-seven C-47's now on hand.
2. I recommend an allocation of twelve C-47's to China for C.N.A.C. in the period January-June 1944 and a tentative allocation of twenty-four in the period July-December 1944, the latter to be subject to review in May 1944.

[Signature]
 L. S. RUTER,
 Brigadier General, U. S. A.

Incl -
 Orig cpy memo frm China Defense Supplies, Inc., "Alloc of Transp for China for Oper by CNAC for 44"
 w/bk slp to Gen Jamison frm Gen Perrin.

*Call young man
 in talk to him*

*SAS
 W
 H. Jackson*

File 452 / China (96)

*File
 C-47's only*

DECLASSIFIED
SECRET

See 452-1 China 96

24

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Declass
Series: 452.1 (ab)

Folder Title:

Item(s) and Security Classification:

1. Memorandum, Wm. S. Youngman, re: Allocation of Transports, undated, 1p. S. FGI: China

PK

MEP

1994

2277

Reviewer

Date

85-57 (rev 4/90)

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

DECLASSIFIED

DECLASSIFIED
000 125

9 Dec. & 20 June 1974
NSA/TK JG: Date 10/7/76

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

16 December 1943

MEMORANDUM FOR GENERAL GILES:

Subject: Movement of B-25 Squadrons to Fourteenth Air Force
from Tenth Air Force.

OPD

1. Last night General Hull called me with regard to General Stratemeyer's message in which he asked approval for the assignment of the two B-25 squadrons now set up for the Fourteenth Air Force to the Tenth Air Force. These are the two squadrons which General Stratemeyer was directed to send to China, but because of logistic conditions in the Fourteenth Air Force he has been unable to comply.
2. General Hull feels that General Stratemeyer's purpose will be served if these squadrons remain assigned to the Fourteenth Air Force but attached to the Tenth Air Force until the logistic situation in China improves. He believes that any change in the assignment of these units now will result in a strong protest from the Generalissimo.
3. Evidently General Stratemeyer discussed this matter with General Arnold at the conference and General Arnold's views should be obtained as early as possible.

1/M6.

H. A. CRAIG,
Brigadier General, U. S. A.,
Assistant Chief of Air Staff,
Operations, Commitments & Requirements.

Hull

*File
MAR*

OPD 458-1 China 95B



DECLASSIFIED

~~SECRET~~

12/17/43

Air 458-1 China 95B

B-25 Situation

TO: General Giles
FROM: ACAS/Plans

DATE: 14 DEC 1943

COMMENT NO. 2
GOC/MS 72279

Attached hereto is brief summary requested in paragraph 2. above, and a suggested reply to General Stratemyer's radio No. 8138.

JOE L. LOUENHEIMER
Colonel, GSC
Actg. Asst. Chief of Air Staff, Plans

Incl.
Summary
radio

*File
C-12/10/43
452.1 China (95)*

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
000 hrs.

8 Apr. 4, 28 June 1974
By *ALM/AC/Doc 10/17/74*

14 DEC 1943

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Movement of Two B-25 Squadrons from Tenth Air Force to Fourteenth Air Force

1. There is one U.S. medium bomb group (the 341st) in the CBI Theatre of which one squadron is in China (14th Air Force) and 3 squadrons in India (10th Air Force).
2. In the spring of 1943 General Chennault was promised two additional squadrons of the 341st group when he could support them in China.
3. In October General Chennault requested the transfer of the two squadrons but General Stratemyer, CG AAF India-Burma Sector cabled that in view of probable shortages in bomb tonnage delivery and the priority of targets in Burma, he was opposed to sending them to China.
4. On October 19th the President, having received a request from the Generalissimo for the two squadrons, sent a note to General Marshall expressing dissatisfaction with action taken on promises to China in general. General Marshall referred the note to General Arnold who wrote a memorandum to the President explaining the situation and attached a proposed cable to the Generalissimo, which the President approved, ordering the two medium bomb squadrons to the 14th Air Force.
5. General Stratemyer prepared the two squadrons and the group Headquarters for movement to China and at Sontent requested further instructions as to movement in view of the proposed reduction in bomb tonnage due to diversion of aircraft to the South East Asia Command to assault Thailand.
6. General Chennault agreed that if the proposed reduction took place he did not want the two squadrons until March or April 1944, when the bomb tonnage should increase.
7. Until a decision is reached as to whether Taiwan will be mounted or not it is difficult to advise General Stratemyer, and in any event there is no one, yet, in this Headquarters who was present at the decisions made at Sontent referred to in message No. 8138.
8. It is recommended the attached radio be sent to General Stratemyer.

*OK
452.1 China (95)*

JOE L. LOUENHEIMER
Colonel, GSC
Actg. Asst. Chief of Air Staff, Plans

Incl.
Radio msg.

DECLASSIFIED

~~SECRET~~

452.1 China (95)

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
000 873
8 Jan. & 30 June 1974
By: *SL/16* Date: *10/7/76*

Pursuit Airplanes for China

Assistant Chief of Air Staff, Operations, Commitments and Requirements

10-7-43

Deputy Chief of the Air Staff

WHH:JT 5246

1. General Giles directs that a study be immediately initiated with a view toward replacing the P-38's in China with P-37 or P-51's.
2. It is desired that this study be given high priority.

Dispatched

7 OCT 1943
ASB

WILLIAM H. HAYL,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

Air 452.1 China (90)

*Giles file
SK
10/7/43*

~~SECRET~~

DECLASSIFIED

Air 452.1 China (90)

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED
000 873
8 Jan. & 30 June 1974
By: *SL/16* Date: *10/7/76*

Proposed Change in Chinese Commitments

Secretary of the Air Staff

4 October 1943

AGAS, Operations, Commitments & Requirements

PHL/ltn 5152

Inviting attention to Comment No. 2. RAR referred to in Paragraph 2. Comment No. 1 was forwarded to your office this date.

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

Air 452.1 China (89)

*Giles file
SK
10/7/43*

DECLASSIFIED

~~CONFIDENTIAL~~

Air 452.1 China (89)

~~CONFIDENTIAL~~

DECLASSIFIED

Proposed Change in Chinese Commitments

AD/AS, Operations, Commitments & Requirements

30 Sept 1943

XXXX
FROM:

- (1) Deputy for Commitments
 - (2) Allocations & Program Division
- Secretary of the Air Staff

1
WHR/1a/71509

1. Attached cable is forwarded for your information inasmuch as your office is not indicated on the distribution.
2. Request this change be followed up and tied in with secret WAR to your office, dated 23 Sep 1943, on the subject of "Fighter Aircraft for China, Burma, India Theater".

1 Incl -
Cable CW-OUT-13629,
29 Sep 1943.

WILLIAM R. BURY
Lt. Colonel, Air Corps
Asst. Secretary, Air Staff

Dispatched
1 OCT 1943
AG

DECLASSIFIED

DDO Hqs

8 Jan. & 30 June 1974

By: WHR on Date: 10/17/76

DECLASSIFIED

~~CONFIDENTIAL~~

air 284551 China (2)

153.1 China (89)

HEADQUARTERS ARMY ~~SECRET~~ DECLASSIFIED
ROUTING AND RECORD SHEET

TALLY NO.	104
FILE NO.	

SUBJECT: Air Strength in China Theater, American and Chinese

TO: AC/AS, Operations, Commitments & Requirements
FROM: Secretary of Air Staff

DATE 24 Sept 1943
COMMENT NO. 1
WRB/1s/71589

1. Attached paper was prepared for General Vandenberg's signature in this office, and taken by Advisory Council to General Arnold at the Combined Chiefs of Staff Meeting this date before signature.
2. Coordination has been effected with Colonel Weyland's office, and a copy has been made available to General Giles.
3. Reference is invited to secret R&R to O.C.&R., dated 23 Sept 1943, from this office, titled "Fighter Aircraft for China, Burma, India Theater".

Wm Burt
WILLIAM R. BURT
Lt. Colonel, Air Corps
Asst Secretary, Air Staff

1 Incl -
cc memo for
Gen. Arnold.

TO: Secretary of Air Staff
FROM: AC/AS, OC&R, Theater Branch

DATE: 11 October 1943
Comment No. 2
RNT:jmt 73085

Noted.

Incl: w/d

O. P. Weyland
O. P. WEYLAND,
Brigadier General, USA.

DECLASSIFIED
DOO ltr.
8 August 20 June 1974
By ACORE LC Date 10/17/74

*File
GK
10/14/43*

~~SECRET~~

DECLASSIFIED

*File
10/20/43
1304-B*

~~SECRET~~

DECLASS. F. ED

Air Strength in China Theater, American and Chinese

DECLASSIFIED

EO 13526

8 Jan. 6, 20 June 1994
By: *AD/AS* AGO Date: *1/6/94*

TO: Secretary of Air Staff
FROM: AG/AS, CCAS, Theater Branch

DATE: 11 October 1943

Comment No. 2
RHT:jah 73089

Notes.

Incl: w/d

O. P. NEILAND,
Brigadier General, USA.

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Air des 4521 China (87)

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WB

DECLASSIFIED
 DDG 1075
 8 Jan. & 20 June 1974
 By: NAJL JG: 10776

MEMORANDUM FOR GENERAL H. H. ARNOLD:

Subject: Air Strength in China Theater, American and Chinese.

1. This memorandum is submitted in compliance with your directive to the undersigned to report on the rate of build-up in air strength in the Chinese Theater.

2. A study of the aircraft situation in the Chinese, Chinese-American (Composite Wing) and Fourteenth Air Forces, indicates that aircraft actually on hand and en route plus future assignments and allocations will rapidly equip and sustain a combined air force of considerable strength, but possibly beyond the logistic potential of the theater in the immediate future.

3. Aircraft Status at this time is as follows:

(a) Fighters

	On Hand 9/15/43 (Includes Under Erection)	En route (Afloat)	October (9/21/43)	November	December
Chinese & Chinese American					
P-40	840	0	146 ^x	58	58
Fourteenth Air Force					
P-40	200 ^x	26	4	30	30
P-38	18	20	5	10	10

^xModern only - excludes 18 older P-40's.
^xCould depart if shipping can be secured.

A-1/AS
A-2/AS
Inst. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Recd.
Gr. Sup.
Base S.
Inst. Tr.
Tech. S.
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Supg.
J. Advoc.
Budget
Fiscal
Mgmt. Co.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

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(b) Medium Bombers

	On Hand 9/15/43	En Route	October	November	December
Chinese & Chinese American					
B-25	10	10	12	6	4
Fourteenth					
B-25	23	7	0	0	1

(c) Heavy Bombers

Fourteenth					
B-24	46	12	8	15	7

4. There are sufficient P-40's now in India and specifically allocated to General Chennault to stock the aircraft replacement which General Chennault requested be established in India. It is believed General Stratemeyer now has adequate aircraft on hand under his control to enable him to meet any demands from General Chennault within the limits of agreed commitments.

5. Our bottlenecks at this time consist primarily of getting fighter aircraft in India erected and operational (including reworking compass and radio installations removed here to lighten the P-40's) and in expediting delivery of Chinese Lend-Lease P-40's piling up. General Craig has been directed to investigate and recommend action on these matters.

6. Organizational targets for the Chinese Theater appear adequate and can be met and sustained if our supply tonnage figures are met:

	Chinese & Chinese-American					
	1 Jan 44		1 April 44		1 July 44	
	Sqs.	VE	Sqs.	VE	Sqs.	VE
B-25	4	40	4	40	4	40
P-40	10	100	15	150	20	200

A-1/AS
A-2/AS
Inst. S.
A-3/AS
A-4/AS
Plans/AS
Imp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War Obj
Inst. Tr.
Tech. S.
Comm.
Weather
Pub. Ed.
Int. Pers.
J. Advac.
Budget
Fincl
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Log. Pl.
Mat. C.
A. S. C.
F. C.

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Fourteenth

	1 Jan 44	1 April 44	1 July 44
	Sqs. UE	Sqs. UE	Sqs. UE
B-24	4 35	4 35	4 35
P-40	6 190	12 300	12 300
(or P-51)			
P-38	1 25	1 25	1 25

7. General Oliver reports that General Chennault has not been satisfied with the results from the P-38 squadron (in terms of gasoline consumption) and is returning the P-38's to India.

8. It is also reported that the total bomb tonnage dropped on figures for China have shown no appreciable increase since the arrival of the B-24 group which may be an indication of aircraft saturation. I am having this matter studied and a report will be submitted.

9. B-24's will be set aside for the Chinese as soon as we form some estimate of how this training of the 30 Chinese heavy bomber crews progresses. Personnel for the first ten (10) crews arrived United States 15 September, ten more to arrive in October and ten November.

A-1/AS
A-2/AS
Intcl. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Recd.
Co. Sup.
War O&M
Int. Tr.
Tech. S.
Comm.
Weather
Gen. Inv.
Asst. Dir. Plans. H&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advac.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

AFRAL-703

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452.1 China (87)

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DECLASSIFIED
000 075

1 Jan. & 20 June 1979
By: *ALP/UK AG: Don. 10/20*

Air Strength in China Theater, American and Chinese

AG/AS, Operations, Commitments & Requirements

24 Sept 1943

Secretary of Air Staff

1
WHR/1a/71509

1. Attached paper was prepared for General Vandenberg's signature in this office, and taken by Advisory Council to General Arnold at the Combined Chiefs of Staff Meeting this date before signature.

2. Coordination has been effected with Colonel Weyland's office, and a copy has been made available to General Giles.

3. Reference is invited to secret HR to O.C.A.R., dated 23 Sept 1943, from this office, titled "Fighter Aircraft for China, Burma, India Theater".

1 Incl -
cc memo for
Gen. Arnold.

WILLIAM R. BURT
Lt. Colonel, Air Corps
Asst Secretary, Air Staff

Lin 024 452.1 China (87)

Dispersed
25 SEP 1943
MB

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air 05/52.1 China (87)

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DDO WTS.

8 Jan. & 30 June 1974

By 232/12/AC, Date 11/7/76

Fighter Aircraft for China, Burma, India Theater

AC/AS - Operations, Commitments & Requirements

23 Sept 1943

Secretary of Air Staff

WIB/12/71589

1. Reference is directed to attached M&R dated 14 September 1943 from General Arnold to General Vandenberg.
2. General Arnold's comments are made in reference to attached memorandum prepared for General Miles' signature by your office.
3. Pursuant to conversations between General Vandenberg and General Craig, action has been initiated in this office on subject papers, and information is available here to assist in preparation of detailed report and final action by your office.
4. General Vandenberg desires that this entire subject of the rate of build-up of Chinese, Chinese-American, and American Air Forces in the China-Burma-India Theater be studied by your office with the object of determining that all commitments are being met or that action is being taken to expedite our fulfilling of these commitments.
5. It is recommended that the matter be coordinated with General Biscell, who is on duty with this Headquarters at this time.
6. It is also desired that methods of assigning aircraft and of effecting actual delivery (AAF and China lend-lease) be studied. It was General Oliver's recommendation that the Munitions Assignment Board consign aircraft for Chinese lend lease to General Stratemeyer's command and instruct General Stratemeyer regarding aircraft to be turned over to the Chinese. General Stratemeyer will then be free to confer with General Chennault on means and methods of placing the aircraft in Chinese hands in the theaters.

Oliver 452.1 China

Dispatched
23 SEP 1943
AAG

WILLIAM R. BURT
Lt. Colonel, Air Corps
Asst Secretary, Air Staff

3 Incls

1. cc M&R to Gen. Van. from HMA.
2. Memo for HMA for [unclear]

DECLASSIFIED

SECRET

Handwritten: 23 Sept 43

Handwritten: Oliver 452.1 China

~~SECRET~~

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DD FORM 1

1 Jan 60 Issue 1974

by *MAJIK* on Date *10/27/76*

19 August 1963

AFC C-46's

AG/AS, WMD

Deputy Chief of Air Staff

1
ESP/eva/6371

1. The C-46 situation in China is terrible! Less than 50 per cent of these airplanes are in condition. ~~considerable~~ modification is necessary. Due to other commitments, the Air Transport Command will not be able to replace these airplanes with new ones from the factory.
2. It is desired that your section work out with the Air Transport Command the action necessary to get these airplanes flying.
3. Please keep this office advised of progress made in this matter.

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

H 52.1 China (85)

Dispatched
20 AUG 1963
AMG

*File
a 20 Aug 63*

DECLASSIFIED

~~SECRET~~

H 52.1 China (85) file ad

HEADQUARTERS ARMY AIR FORCE
ROUTING SLIP

TO: DATE 17 June 43

OFFICE OR SYMBOL <i>Chief of the Air Staff</i>	BUILDING
ATTENTION	ROOM

FOR:

COORDINATION	INVESTIGATION	NEC. ACTION
INFORMATION	RECOMMENDATION	SIGNATURE
FILE	CONFERENCE	

REMARKS: *To note.*
This paper has been noted by:
Asst. Chief of Air Staff, M.M. & D.;
" " " " " O.C. & R.;
Col., Air Transport Command.

Noted
J.H.

FROM:

NAME <i>JHC</i> JOHN S. DOUGLAS, Colonel, A.G.D., <i>Assistant Air Adjutant General.</i>	OFFICE OR SYMBOL <i>Office of Air Staff</i> 3E-1045 3-218, AF
---	---

42

17 June 1943

DECLASSIFIED

SECRET
BY AUTHORITY OF THE
CHIEF OF U. S. ARMY AIR FORCE
DATE INITIALS

Progress Report China Air Freight Project.

DECLASSIFIED
DOO lrs.

8 Jan. & 20 June 1974
By: PLS/UC LC: Date 10/17/76

AFMAG/JBC/Ing/5790

IX Sec. 0/5

Noted.

For the Commanding General, Army Air Forces:

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

Dispatched 5:45 P.M.
17 JUN 1943
AAQ

air 88 4529 / China 83

*File
on 10 June 43*

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

SECRET

air 88 4529 / China 83

42

15 June 43

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P-38's for the 10th and 14th Air Forces.

DECLASSIFIED
DDO-100
3 Jan. & 30 June 1974
BY ALDILE LG, Date 2/17/74

X CONCURRENCE

AFMAG
WAG/p/5790

For the Commanding General:

X OPD

Dispatched
16 JUN 1943
ASB

(Sgd)
JOHN E. COOLEY,
Colonel, A.C.F.,
Asst. Air Adjutant General.

Index:
301 (3 accounts)
Memo for OGR 6/10/43
From Plans G/Proposed
Seven to OGR, HSB, ATC
and 2 Proposed Copies.

dir. 86:15511/Chun 72

*File
on 16 June 43*

OFFICE SYMBOL	1	2	3	4	5	6	7
REMARKS OR DISPATCHING OFFICER						DECLASSIFIED	

WAR DEPARTMENT
COMMANDING GENERAL, ARMY AIR FORCES

DATE 6/11

MEMORANDUM FOR:

Mr. Hopkins
Will you note this
& see that the
President gets it.

HHA

Orig. in pers.

c. 11 June 43

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

3-7900, AF

~~SECRET~~

DECLASSIFIED

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DDO No.

8 Jan. & 20 June 1974

By ALBUK /C/ Date 10/7/76

June 11, 1943

MEMORANDUM FOR THE PRESIDENT:

Subject: Aircraft for Chinese Air Force and China National Airways Corporation.

1. Five (5) C-47 aircraft will depart from the United States within ten days for delivery to the China National Airways Corporation in China.
2. One squadron of P-38's has already been ordered from Middle East to the Assam China area.
3. Twenty-five (25) P-40 aircraft are being transferred from the Middle East to India to a station suitable to General Chennault for assignment to the Chinese Air Force and will arrive in India prior to July 15th.
4. The above arrangements have been discussed with Dr. Soong and they are entirely satisfactory to him.

air AS 452 / China 80

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

*As requested by
Gen. Arnold 6/11*

Dispatched
11 JUN 1943
AAG

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*File
C 11 June 43*

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air AS 452 / China 80

JFF:mb
AFSA

DECLASSIFIED

DECLASSIFIED
DOO MS

20 JUN 1943.

8 Jan. 4, 80 June 1974
By: AN/LS JC, Date 10/7/77

MEMORANDUM FOR THE PRESIDENT.

SUBJECT: Aircraft for Chinese Air Force and China National Airways Corporation.

1. Five (5) C-47 aircraft will depart from the United States within ten days for delivery to the China National Airways Corporation in China.

2. Twenty-five (25) P-40 aircraft are being transferred from the Middle East to India, to a station suitable to General Chennault for assignment to the Chinese Air Force and will arrive in India prior to July 1943.

3. The above arrangements have been discussed with Dr. Soong and they are entirely satisfactory to him.

*re-written by
Gen Arnold 6/1/43*

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Airplanes for CHAC
General Stratemeyer
ACAS, Operations, Commitments and Requirements
DECLASSIFIED
000 hrs.
8 Jan & 20 June 1974
By: ALJ/KAC, Date: 10/17/76
June 14, 1943
LWT/13/3487 2

1. In accordance with Comment 1 above, necessary action has been taken to withdraw five (5) C-47 airplanes from Troop Carrier Command and have them prepared for flight delivery by Air Transport Command on Project 90203 to Fourteenth Air Force. Instructions are being issued to Commanding General, China-Burma-India Theater of Operations that upon arrival in his theatre subject airplanes will be released to China National Airways Corporation and charged to lease lend to China. Instructions as issued specified departure from the continental limits by June 20, 1943.
2. Necessary action has been taken to transfer twenty-five (25) P-40 airplanes from Ninth Air Force to stations designated by General Chennault. Subject airplanes will be delivered by Air Transport Command pilots. General Chennault has been advised that the twenty-five (25) P-40's are for assignment to the Chinese Air Force.
3. Instructions issued to Commanding General, Ninth Air Force specify release of the twenty-five (25) airplanes to Air Transport Command on or prior to July 1, 1943, and Commanding General, Air Transport Command is being advised that subject aircraft will be delivered to stations designated by General Chennault prior to July 15th.
4. A memorandum to the President for General Arnold's signature was prepared and handed to General Arnold by General Giles.

BARNY M. GILES
Major General, U. S. Army

DECLASSIFIED
~~SECRET~~
File
June 26 1943
Air Al 52-1 China 79

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DECLASSIFIED

Airplanes for CHAC
Ass't Ch. of Air Staff, Operations, Commitments and Requirements
General Stratemeyer
DECLASSIFIED
000 hrs.
8 Jan & 20 June 1974
By: ALJ/KAC, Date: 10/17/76
3575
GES:ml
June 14, 1943
1.

1. General Arnold directed this morning that the following be complied with immediately:
 - a. 5 C-47's in good condition will be secured from some source in this country and will be started enroute for China for use by the CHAC, within the next ten days.
 - b. 25 P-40's will be secured, probably from Brereton in the Middle East and will be flown to India to a place suitable to Chennault. This is the second squadron for the Chinese Air Force. These P-40's must arrive in India before July 15th. The pilots for these airplanes will be returned to the source from which secured.
 - c. A memorandum will be prepared for General Arnold's signature to the President stating generally that 5 C-47's and 25 P-40's will be dispatched as follows, the C-47's within ten days for the CHAC and the 25 P-40's to be flown to India to a place suitable to Chennault before July 15th, and that these arrangements have been discussed with Dr. Soeng and that they are entirely satisfactory to him.

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

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Carried by hand
File
June 23 1943
Miss Ingram
Air Al 52-1 China 79

ALJ 08 1557-1 China 79

~~SECRET~~

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DECLASSIFIED
DDO 100
8 Jan. & 20 June 1974
By ADJIK LC, Date 01/17/76

Training of Chinese Air Force Pilots in Karachi.

Assistant Chief of Air Staff, Plans.
ATTENTION: General Anderson.
Deputy Chief of Air Staff.

29 May 1943.

TJH/eva/6371

For the necessary action.

Incl: SECRET memo for CG/AAF
frn Capt. F.H. Royal, USN,
J.C.S., this subject
dtd 25 May 1943.

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

TO: Deputy Chief of Air Staff.

DATE JUN 5 1943
Comment No. 2
000/j-0024

FROM: Assistant Chief of Air Staff, Plans.

For your information the following cable has been sent in connection with the
attached Memorandum from Captain Forrest B. Royal, U. S. Navy:

Paraphrase
"Reference Chamault's proposal to give Chinese pilots ODU in Karachi
area prior to assignment to Chinese group about to be formed, the following
has been received from the British Staff Mission through Joint Chiefs of
Staff, quote "Training facilities for Chinese pilots in Karachi is agreeable
subject to accommodation being available at American occupied airfields in
the Karachi area" and quote. (For Stilwell from Marshall, information
Chamault and Ferris) An implementation is considered a theatre project
no further action is believed necessary by War Department unless requested
by you."

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

Incl: n/c

*orig. in
Class files.*

*File
bx
4/4/43*

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air as vs. s. 1 chm 228

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DDO 100
8 Jan. & 20 June 1974
By ADJIK LC, Date 01/17/76

Training of Chinese Air-Force Pilots in Karachi.

Assistant Chief of Air Staff, Plans.
ATTENTION: General Anderson.
Deputy Chief of Air Staff.

29 May 1943.

TJH/eva/6371

For the necessary action.

Incl: SECRET memo for CG/AAF
frn Capt. F.H. Royal, USN,
J.C.S., this subject
dtd 25 May 1943.

Dispatched
MAY 29 1943
AAG

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

air as vs. s. 1 chm 228

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air as vs. s. 1 chm 228

~~SECRET~~

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GDD No. 1
1 Apr 68 20 June 1974
By AW/1000/1000

Commitment of P-40's to the Chinese.

Asst. Chief of Air Staff, Operations, Commitments & Requirements April 20, 1948

Deputy Chief of Air Staff.

1
LOB/gnd/Y2062

1. General Arnold has committed eighty (80) P-40's to the Chinese Fighter Pilot Training School which is to be set up at Kowshih. This commitment calls for twenty (20) P-40's every two months, beginning June, 1948, until eighty (80) airplanes have been delivered. Plans provide for two groups of Chinese fighter pilots by November 1, 1948. Each group to contain four squadrons of ten planes each.

2. Two medium bombardment groups of B-25's are set up for the Indo-China theatre by September, 1948. One of these is being committed by the Joint Chief of Staff.

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

and 88 13791 China (32) X

Dispatched
MAY 1 1948
ASG

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and do 13791 China (32) X*

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AFMAG
LGS/gsd
Ext. 78082

DECLASSIFIED
DDO lrs.
8 Jan. & 20 June 1974
By ALM/KC LC Date 10/17/74

April 17, 1945.

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Transport Planes for China.

1. The lend-lease planes delivered to China come under the control of General Stilwell as lend-lease representative. Any arbitrary change in this arrangement, based on reasoning advanced by Dr. Soong, would hamper General Stilwell in the most expedient use of these aircraft, and might seriously interfere with the flow of supplies into China. Washington will not determine the use or distribution of these planes. The most desirable solution of these problems is a working agreement to be reached in the theatre between General Stilwell and the Generalissimo, and I am confident that such an arrangement can be effected.

2. A plan has been approved for the formation of one Chinese Fighter Group. One fighter squadron is to be activated immediately, followed by the other squadrons as rapidly as pilots and equipment become available. These units are to be trained and employed under General Chennault's direction.

Dispatched
APR 17 1945
AAG

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

Incl:
Memo from Gen. Marshall
to Gen. Arnold, w/1 Incl.
Memo Re: Transport Planes
for use within China.

*Tele
re 4/17/45*

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*Copy for Miss Ingram.
An 2/18/82.1 China 76*

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DECLASSIFIED
DDO lrs.
8 Jan. & 20 June 1974
By ALM/KC LC Date 10/17/74

WAR DEPARTMENT
OFFICE CHIEF OF STAFF
Washington

General Arnold:

Dr. Soong handed me this to confirm oral presentation.

Also he spoke again of 2 additional fighter sqs. for Chennault.

G C M

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COPT
~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DOO 1175

8 Jan. & 20 June 1974

By: MA/IK J.C. Date: 10/17/74

MEMORANDUM RE: TRANSPORT PLANES FOR USE WITHIN CHINA

Prior to December 8, 1941, the C.N.A.C. (China National Aviation Corporation) operated a ten planes in China, and another air line operated nine planes, a total of 19 planes. A good many planes were lost at the siege of Hongkong, and C.N.A.C. is now operating only two DC-3's, and the other air line has only one left, a total of three for the whole of Chinese controlled area. Obviously a most acute internal air transport situation for military as well as civilian Government use has developed.

C.N.A.C. has received to date 22 Lend-Lease transports which it operates on behalf of the Chinese Government from India to China. These transports are turned over to the Chinese Government at West Palm Beach, Florida. The Chinese representative signs for them there, and they are flown to the Far East for China at Chinese Government expense.

It is clear that they come under the Generalissimo's sole authority when China accepts delivery in Florida, and that he can order them to operate in the war effort wherever he determines is most desirable in the interest of the Chinese war effort. To date, the planes that have gone to China have been operated on the India-China route with the Generalissimo's approval.

The Generalissimo now proposes to operate five of these within China and is about to issue instructions to this effect. This is in partial anticipation of receiving twelve planes for this purpose which the Munitions Assignment Committee for Air has tentatively assigned, starting in June, 1943, at the rate of two per month.

The Generalissimo mentioned to General Stilwell that he was planning to transfer one of these transport planes from the over-the-hump run to internal transportation within China, and General Stilwell replied that he was without authority to order the transfer. In this respect General Stilwell was correct, because since the planes are turned over to China in the United States, they do not fall under his instructions about determining where and when title passes to Lend-Lease goods delivered in China.

In this situation the Generalissimo is most desirous of avoiding any misunderstanding with General Stilwell. Consequently, we request that you advise General Stilwell as to the fact of the Generalissimo's authority over these Lend-Lease planes, and that he should not attempt to oppose the Generalissimo's instructions that five of them be immediately used for transportation within China. These along with the three planes in use would only give eight planes for internal service as against nineteen planes before Pearl Harbour.

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DECLASSIFIED
DDO Int.
4 Jan. & 20 June 1974
By: *ALM/SC/Doc/ghy*

C-47 Airplanes for China.

Colonel Langhead
General Stratemeyer

8 Mar. 1943

1

1. It is desired that you discuss the attached paper with the Assistant Chief of Air Staff A-3, General Harper, and after that prepare necessary papers for the Munitions Assignment Committee (Air).
2. As you will find from your conference with General Harper, we have set up a certain number of airplanes for the China National Aviation Corporation and will maintain replacements as attrition for that Corporation.
3. General Harper can give you all the particulars.

Dispatched

MAR 9 1943

AAO

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

1 Incl.

Memo fr Mun. Assignments Bd. 3/6/43 to
Mun. Assg. Com (Air) abv. subj. w/1 Inc.
cy ltr fr State Dept. 3/2/43 to Mr.
Hopkins w/2 Incls. Para. of tel 2/26/43 fr
Am. Amb at Chungking; Para. tel of 1/16/43
fr Am. Amb at Chungking.

all 4521 China 28

*File
GC
3/10/43*

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all 4521 China 28

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DECLASSIFIED
DDO #12
8 Jan. 4 20 June 1978
By: [Signature] SAC, DOW [Signature]

February 16, 1945.

MEMORANDUM FOR

General Marshall

Admiral King ✓

In a conference this morning the President expressed agreement with the J.C.S. recommendation that Mr. Donovan be taken into the Army. He prefers to give him first the rank of Brigadier General with an early prospect of promotion to Major General if his performance is satisfactory and helpful to the war effort.

The President seems agreeable to settling the O.W.I. - O.S.S. controversy to meet the desires of the J.C.S. He considers limiting Mr. Davis' work to propaganda from the United States, and the activities of Donovan to work in and from the areas of operations under the direct control of the Commanding General.

The President desires that Admiral King and General Marshall be informed that he has not yet seen Madam Chiang Kai Shek or talked with Arnold about increasing the number of American planes in China.

He is not satisfied with the Chinese situation and wishes us to start "gleaning" and pick up in this Country a sufficient number of transport and bombing planes to maintain in China 250 of them.

He says this is strategically and politically necessary.

all O.S.S. Admin (73)

2/19/43
To: G.I.
Right
2/19/43
Gen. Stalmege
this memo from
the President
to have been assumed
action already taken
DECLASSIFIED
File
(RHO)
73

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March 3, 1943

Plan for Building up U. S. Air Forces in China.

Brigadier General Claire L. Chennault
Commanding General, U. S. Army Air Forces
China

Recently you have been given the status of an independent commander of an Air Force. With this status comes, as you probably know, certain responsibilities which you must meet. These responsibilities involve not only normal matters of administration, supply, feeding, training, and operations of your command, but in your case other matters as well.

As you know, the size of the Air Force in China and the phase of its operations have been discussed as much as any other theater in the world. There have been statements made as to what could or could not be taken care of in the way of numbers of airplanes. Statements have been made as to what type of airplanes would be best suited for operations in China.

As a result of the reorganization, you will be placed in a position where great dependence will be placed upon your recommendations. You must make recommendations, for instance, as to when the Chinese units will be formed. These will include fighter groups, light bombardment groups, and perhaps you will also make recommendations as to when and if additional heavy groups are moved into China as a result of experiments being conducted with the 308th Group. Your recommendations will probably cover what additional transports might be employed as a result of additional facilities being made available.

When people talk about the tremendous number of airplanes being produced in the United States, one is apt to get the impression that there is no end to the number available for the different theaters. However, such is not the case. As a matter of fact, practically every airplane that comes out of the factories is checked to a particular locality before it leaves the factory doors. Accordingly, we can not afford to have airplanes sitting idle on the ground when they are so badly needed in various other theaters of the world. Furthermore, there is always the possibility of hostile aircraft destroying them on the ground. In your case, the determining factor is not only availability of airplanes in the dispersal areas, but availability of supplies for operation, as well as necessary maintenance and operating crews. Accordingly, I ask you to utilize everything at your disposal to determine accurately the availability of all these facilities prior to recommending additional aircraft for your theater. On the other hand, this must be weighed carefully against the urgency of securing additional aircraft as fast as facilities are available in order to build your Air Force into an

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DOD ltr.

8 Jan. & 20 June 1974

By: *dk*, J.C. *10/1/76*

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air force USA, China

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effective striking force that can operate against the Japanese life line. That being the case, we must take advantage of all facilities as rapidly as we have the airplanes, the personnel, and the necessary supplies to do so.

The above presents a problem of extreme complexity which you and your staff must solve.

As I stated to you during my recent visit, everyone from the President on down is tremendously interested in your operations and all wish to build you up as rapidly as possible. However, we cannot afford to build you up more rapidly than your units can secure the where-with-all to make operations a success. This explains the repetitions in this letter.

Insofar as air transports are concerned, I believe that you must be on your toes because that is your life line. It might be advisable to have one of your officers constantly at Alexander's headquarters in Dinjan. This officer to look after your interests and insure that the items of supply which you consider to be essential are included in your pro rata chart of the cargo capacity of the airplanes going into China.

This is a rather long drawn out letter, but I hope that it brings out the principles I have tried to outline which will enable you to build up as rapidly as possible in order to operate with maximum effectiveness. However, I do not want you to ask for more than you can properly take care of - in other words, don't bite off more than you can chew.

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

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DOD - Itra
8 Jan. & 20 June 1974
By: *als*, LC; Date: *12/4/74*

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THE WHITE HOUSE

WASHINGTON

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DOD Itra

8 Jan. & 20 June 1974

By: *als*, LC; Date: *12/7/74*

March 6, 1943.

MEMORANDUM TO

General Deane:

The attached copy of a message sent by the President to Generalissimo Chiang Kai Shek is forwarded to you for delivery to General Marshall.

Respectfully,

/s/ W. L. Freseman,
Commander, U. S. Navy,
Aide.

G.C.M.

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8 Jan. & 20 June 1974
By: A11111 J.C. Doe. 101174

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DECLASSIFIED
Mar., 1943.
(Sent March 6, 1943)

PROPOSED RADIO TO GENERAL STILLWELL FOR DELIVERY TO THE GENERALISSIMO

The Generalissimo's note of February 7th was handed me by General Arnold upon his return. (For General Stillwell's eyes alone from the President for delivery to Generalissimo Chiang Kai Shek). General Stilwell has already informed you of the organization of American air units in China as the 14th Air Force, separate from the 10th Air Force, with General Chennault as the air force commander.

Same as
our
Message.

I want to assure you that we are going to move as rapidly as possible to build up General Chennault's command to at least 500 planes. This will be done as General Chennault assures us that the facilities can handle the increased number. I appreciate the vital importance of an air force in China in 1943 of a size which will enable Chennault to strike the enemy hard.

added.

We are asking Generals Stilwell and Chennault to advise us periodically of the increase in facilities so that the planes can move in concurrently.

added.

137 cargo planes, with a tonnage capacity of at least 4,000 tons, will be available by March 15th. The number of these planes will also be increased as rapidly as planes and crews can be made available and operational facilities permit.

We said
April 1st.

I have every reason to believe that as we gain experience and with increased facilities, this tonnage, carried by the cargo planes, can be materially increased. Furthermore, as the facilities are improved, additional transport planes will be added to the line, with an ultimate goal of 10,000 tons.

The air freight route alone will, of course, never be able to transport the combat essentials for your armies, your air force, and

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Chennault's air force in sufficient quantities to deal a death blow to the enemy at your door. Accordingly, we must keep constantly in mind our first essential, namely, that the land route of supply to China through Burma must be opened at the earliest possible moment. This is the positive approach, as I see it, to bring heavy and sustained air pressure against the heart of the Japanese Empire and make secure the bases from which this air power must operate. To this end we have dispatched a task force of American engineers, medical troops, and other essential services to augment the forces already engaged in the construction of a land route from Ledo. This task force will amount to over 10,000 service troops with their equipment and in addition 25,000 tons of special construction equipment. The majority of these troops and equipment are already on the way.

In the meantime, we shall spare no effort to increase the flow of combat materials over the air line to your Yunnan ground forces and to Chennault's air force for employment in the operations against Burma this year, both before and after the monsoon. Once a land route through Burma to China is opened, the air line will be a valuable auxiliary supply route.

General Arnold discussed with you a plan, which I approve, for the augmentation of your air force. Our objective is to create Chinese fighter squadrons and later light bombardment squadrons equipped with U.S. combat planes.

Your assurances of assistance in the expansion of the air transport command and the Chinese Air Force through the provision of necessary air fields and ground facilities comprise further testimony of our mutuality of cooperation which is the basis for the effectiveness

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of our joint effort.

I wish to thank you most warmly for inviting General Arnold to Chungking for the joint conferences over which you presided and which resulted in positive plans for the early commencement of the campaign against Burma. The conclusion of this campaign will permit us to adequately support our joint forces to get at vitals of the Japanese Empire in force.

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DDO WTS.

8 Jan. & 30 June 1974

AG: Date 10/1/76

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"Gen. Stratemeyer -
Note - Please return."
H

March 7, 1943

MEMORANDUM FOR GENERAL HANDY:

Subject: Principal Differences in Message for Delivery to the Generalissimo prepared by OPD and the Message which was Dispatched to the Generalissimo on March 6, 1943.

1. The Presidential message assured the Generalissimo that Chennault's command would be built up to 500 planes as rapidly as possible. In the OPD version no mention was made of the ultimate strength of General Chennault's command.
2. He stressed to the Generalissimo the vital importance of an air force in China in 1943 large enough to strike the enemy hard.
3. The President intimated that the advise of General Stillwell and General Chennault would be sought periodically so as to provide for the increase in the size of force committed.
4. The President informed the Generalissimo that 137 cargo planes, with a tonnage capacity of at least 4,000 tons, would be available by March 15th. In OPD's proposed message we stated that 137 cargo airplanes with a tonnage capacity of 4,000 tons per month would be in service in the theater by April 1st.
5. The Presidential message indicates that the number of planes committed to the China-India routes would be increased as rapidly as planes and crews can be made available and as operational facilities will permit.
6. The differences referred to above are all contained in the 2nd, 3rd, 4th, and 5th paragraphs of the Presidential message to the Generalissimo.
7. No further changes were noted in the Presidential message other than a substitution here and there of words different than appear in the OPD version; for instance, where we stated "Your armies Air Forces and Chennault's air forces", the Presidential message says, "Your armies, your air forces, and Chennault's air forces". The words "meanwhile securing" were changed in the Presidential message to read "and make secure". The words "can operate"

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were changed in the Presidential message to read "must operate". The changes referred to in this paragraph appear in the 6th paragraph of the Presidential message.

8. The principal differences between the OPD message and the Presidential message are:

- (a) The changing of the date in connection with cargo airplanes from April 1st to March 15th, and
- (b) The statement that we are going to move as rapidly as possible to build up General Chennault's command to at least 500 planes.

9. This, I believe, is contrary to the proposal submitted by General Arnold concerning air force operations in China, in which he stated that our goal for China was to place in that area at least 500 planes operated by the Chinese and by U.S. A.A.F.

/s/ W. H. Wood

W. H. WOOD,
Colonel, G. S. C.,
Acting Chief, Asiatic Theater,
Theater Group, WDOFD.

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DDO ltr.
8 Jan. & 20 June 1974
By: ALM/IK LC Date: 10/17/74

March 1, 1943

General Chiang Kai-shek
Chairman of the Executive Yuan
of the National Government
of the Republic of China
Chungking, China

My dear General Chiang:

Now that we are back from our trip to the Far East, I desire to express my sincere thanks for your wonderful hospitality and the many courtesies extended during my stay in Chungking. At the same time I shall take this opportunity to advise you of the action taken so far on the matters discussed at the conferences.

In spite of the apparent lack of a definite decision as to exact numbers of planes and dates of arrival during our conferences in Chungking, in looking back upon the discussions, I am sure that much was accomplished, and I believe that we from the United States became acquainted with your problems in such detail as will enable us to better aid you in solving them.

As to air strength, enroute back to the United States we passed quite a number of cargo planes starting out to join Colonel Alexander's Command for service between India and China. Since my return, I have checked into further movement of these planes and am assured that the 137 planes total will be in the area by the middle of this month and a minimum of 90 planes will be available for flights over the hump about the same time.

Orders for General Chennault's Air Force to be independent of General Bissell's Air Force have been issued as you already know. In order to strengthen his staff, several additional high grade officers are being sent to him.

I had a most interesting conference with Madame Chiang and stressed the necessity for additional facilities to further increase the possibilities for air operations in China. Madame Chiang inferred that she would communicate with you relative the additional requirements. I assured her that you had already received this information from our Command. It was agreed that everything possible should be done to meet these requirements.

General Chennault has the go ahead on building up a Chinese Fighter Group and a Light Bomber Group. The United States Heavy Bomber Group should have arrived in India by this time.

Thanks again for your many courtesies, and with highest personal regards,
I am

Very sincerely yours,

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H. H. ARNOLD,
Lieutenant General, U.S.A.,
Commanding General, Army Air Forces.
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Separate Air Force in China

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DDO ltr.
8 Jan. & 20 June 1974
By: ALM/IK LC Date: 10/17/74

1-23-43

Operational Plans

Chief of the Air Staff

Dispatched

JAN 24 1943 To note and return.
AAG

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WEH:JT 5246

1 Incl.
Memo 1-15-43 to CG,AAF
fr Gen McNarney

WILLIAM E. HALL,
Colonel, G. S. C.

air ab 452.1 China 72

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*File
12/2/43
air ab 452.1 China 72*

DECLASSIFIED
DOD 135
8 Feb 20 10:00 1974
BY: AVALLE, J.C. 204101/124

January 6, 1943

MEMORANDUM FOR THE CHIEF OF STAFF

Subject: Establishment and Assignment of Mission
to Separate Air Forces in China

I. Discussion

1. General Chennault has at present in China 1 Fighter Group and 1 Bomb Squadron (H) which operates as part of the 10th Air Force with Headquarters in India. The 10th Air Force, in turn, functions under the operational control of General Stilwell with Headquarters in China.
2. General Chennault has been in China for some five years and has the entire confidence and cooperation of the Chinese people and Government. He has, since his return to the U. S. Army and assignment to China, organized the present Air Force units now under his command, has planned and built up the present system of air bases in southeastern China and has organized and perfected a Chinese warning service that is without parallel for effectiveness. He has, through his intimate knowledge of the capabilities and limitations of his own as well as the enemy air forces, been able with a very small force to inflict casualties and damage to the enemy without equal in the present war. Because of his demonstrated accomplishments, his background of experience in China, and his peculiar knowledge of enemy air tactics and techniques, it is believed that he would, if his present force was augmented by the addition of 1 Bomb Squadron (H) and if he was allowed full freedom of action to strike targets of opportunity, be able with this small force to cause the Japanese a vast amount of shipping and air attrition as well as a considerable disruption of vitally important coast-wise shipping.
3. There is at present contemplated a limited objective offensive against the Japanese in Burma. It will be necessary for General Chennault to operate his present air units under the 10th Air Force and in support of General Stilwell until the completion of the present limited objective offensive or the arrival of the rainy season in Burma.
4. The India-China Wing of the Air Transport Command, as at present being augmented, can support the operation in China of an air force of 1 Fighter Group and 2 Bomb Squadrons (H) in addition to transporting a sizable

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amount of lend-lease supplies into China. If the presently contemplated objective offensive against Burma succeeds and a land route for supplies can be opened into China, the support of air operations in China will present no major problem. limited

II. Conclusions

1. The maximum results obtainable from a minimum air force in China are not at present being obtained because of the complicated chain of command which limits operations against targets of opportunity and does not allow full freedom of action to the air commander who has demonstrated the most intimate knowledge of conditions in China which affect both his own and enemy actions.

2. It is not opportune at the present time to establish a separate air force in China due to the contemplated limited objective offensive against Burma. However, the maximum benefit from an air force in China can be obtained by ultimately augmenting the present force by 1 Bomb Squadron (M) and setting it up as a separate air force.

3. The India-China Wing of the ATC can support the operations of an independent air force in China of 1 Fighter Group plus 2 Bomb Squadrons (M) as well as transport a sizable amount of lend-lease supplies into China. If the presently contemplated limited objective offensive against Burma succeeds, the supplying of a separate air force in China will present no major problems.

III. Recommendations

1. Recommend that no action be taken at the present time reference the establishment of a separate air force in China.

2. Recommend further that the principle of the establishment of a separate air force in China with an assigned mission, be accepted and that as soon as the supply problem can be overcome, action be initiated to establish a separate air force in China, commanded by General Chennault, composed of 1 Fighter Group and 2 Bomb Squadrons (M), with the assigned mission of operating north and south of the Yangtze River and on or near the Chinese seacoast against the Japanese.

Ord. H. H. Arnold

H. H. ARNOLD
Lt. General, U. S. A.,
Commanding General, A. A. F.

Dispatched
JAN 8 1944
AAG

Copy to TAG

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Arab 452 China 23

Letter from Lt. Col. John O. Neal, AAF Chungking, China

1 AFAS AFACT 12-26 Request brief reply be sent Col Neal, stating that Col Atkinson is overseas

JJ Lar/EB 6109

2. AFACT AFAP 12-29 thru AFAS

1. Attached is copy of letter written in compliance with request contained in Item No. 1.

2. The basic communication with inclosures is forwarded for any action deemed necessary.

ROBERT W. HARPER
Colonel, G. S. C.

Incls. n/c
added: cc Ltr. to Lt.Col.
John O. Neal, AC.

3 AFAS AFMAP 12-30

Noted. For necessary action in accordance with par 2 of item 2.

M. A. LIBBY,
Lt. Col., G.S.C.

Dispatched Incl.
JAN 1 1943 n.c.
AAG

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cc

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air 041 453.1 China (2)

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000 hrs.
8 Jan. & 30 June 1974
Pr. ~~ADJUTANT~~ JG. Date 10/7/78

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET
~~SECRET~~ DECLASSIFIED

TALLY NO.	
FILE NO.	

SUBJECT: Cable to General Chiang Kai-Shek from the President.

ITEM NO.	FROM	TO	DATE	COMMENTS
1.	AFCAS	Asst.Ch Air Staff A-3	11-17	<p>1. Inclosed is a copy of cablegram from the President to General Chiang Kai-Shek, prepared in OPD. Also attached hereto is paraphrase of a reply to that cable, from General Chiang Kai-Shek for the President's eyes only.</p> <p>2. It is desired that you prepare a draft of reply for the President's signature to General Chiang Kai-Shek to his letter to the President, copy attached, dated November 14, 1942.</p> <p>3. In preparation of this reply, contact the Air Transport Command and get their views on this matter and before the paper is sent to OPD, have it coordinated by Assistant Chief of Air Staff, A-4, Commanding General, Air Transport Command, and General Hanley; then submit to me for my signature.</p> <p>4. The officer handling this matter for General Handy, Assistant Chief of Staff, OPD, is Colonel Bill Wood. It is desired that he be contacted from time to time in the preparation of this reply.</p> <p style="text-align: right;"><i>G.E.S.</i> GEORGE E. STRATEMEYER, Major General, U. S. A. Chief of the Air Staff.</p>
<p>Atts. Memo 11/17/42 fr Col. Wood w/ att. Cable to Gen. Chiang Kai-Shek SECRET Cy. Paraphrase of Chiang Kai-Shek's reply to the President, 11/14/42 SECRET</p>				
2.	AFACT	AFCAS	1942 11-23	<p style="text-align: right;">JJ O'Shea/mt 6701</p> <p>1. For your file, attached hereto is Draft of Reply to the Generalissimo's cablegram prepared by Colonel Wood of OPD, and coordinated by you and this Division November 22nd.</p> <p>2. It is the plan of this Division to expand air transport means within the 10th Air Force by the assignment of one Troop Carrier Squadron, which should be trained and equipped the latter part of April.</p> <p style="text-align: right;"><i>Robert H. Harper</i> DECLASSIFIED BY ROBERT H. HARPER Colonel, G. S. C.</p>

NOV 23 '42 PM

631 RECEIVED
11/26/42
1 cy. Draft of Reply

Stamp: See Stamp on Back for time return Faab R. ac JG

Stamp: 416/27/42

Stamp: 45211

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DRAFT OF REPLY

DECLASSIFIED
 000 hrs
 9 Jan. & 20 June 1976
 By: ARL/LL LCH/Date: 10/1/76

The President desires that you hand following message for General Stilwell's eyes alone to Generalissimo Chiang Kai-Shek.

"Your message of November 14th testifies to our common objective to join hands on a practical basis for a course of action that will lead to Victory in the Far East.

The action which you have initiated with reference to movement of additional troops to the Ramgarh Training Project, your approval of the CNAC contract, the concentration of veteran Chinese units in Yunnan, and the progressive steps you have taken with reference to the 30 Division Plan indicate your whole hearted cooperation with General Stilwell and a mutual understanding of problems confronting our joint cause in Asia.

The reinforcement of your Yunnan forces with available weapons in China including artillery is a major contribution in preparation for the recapture of Burma.

We should continue to exploit our available means with a view to carrying out further effective steps looking toward the recapture of Burma. With this end in view we are dispatching additional ground officers to India and China to assist in the training at Ramgarh and with your forces in China. We have given preference to the shipment of essential combat Lend-Lease material such as pack artillery, anti-tank guns, infantry mortars, 105 mm howitzers, and ammunition for these weapons as well as 7.92 mm ammunition for your small arms.

Steps have been taken to increase the effectiveness of the India-China Air Freight Line. The air transport wing will be increased by twenty-two bi-motored and twelve four motored cargo planes by March. The line will be placed under the control of the Army Air Force Transport Command, effective December 1st. This will relieve General Stilwell of administrative and technical problems connected with operation of the air freight route.

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Control of priorities of material and personnel moved over this line will, however, still be in his hands.

The present availability of air transport operating personnel, cargo planes, and air line equipment will not permit the establishment of additional air freight routes to China at this time. Expansion and improvement of the existing route is much more desirable. This will tax available resources but can be accomplished more efficiently and more expeditiously than could the opening of the suggested northern route from Peshawar to Schacheh in Sinkiang.

We aim to increase the combat effectiveness of the 10th Air Force in China by expanding the transportation means available in General Bissell's command. This will assist the flow of essential war materials to China over the air freight route and will provide General Chennault's force with closer and more complete support than has been possible in the past, thereby increasing the range and effectiveness of his operations.

In view of the great demands made on our available stocks of war materials by current offensive operations in other theaters vital to both your people and mine, we are in no position at the present to increase in advance of the schedule indicated, the numbers of cargo planes on the India-China run. The outcome of present operations in Africa, the North Atlantic and the South Pacific will determine the extent to which we can go in providing additional assistance to your forces.

Just as soon as our position in these areas makes additional shipping available, I assure you that we will do all in our power to increase our support to your people.

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

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8 Dec. 8 20 June 1981
Dr. M. J. K. J. C. D. 10/17/6

Chungking, China
November 1942

11/17/42
Gen. Stilwell
I have written this
for the Chinese command
Chennault

For the eyes of President Roosevelt alone.

Paraphrase of Chiang Kai-Shek's reply to the President follows.

"General Stilwell has given me your telegram of October 29 for which I thank you. Since our common aim is to secure victory, we will not hesitate to do our utmost in anything that can contribute to attaining it. With respect to use of the Chinese National Aircraft Corporation for cargo, in order to consider and meet comprehensively and equally the needs of both the Chinese and American Air Forces, I have already agreed to the necessary measures for the signing of a contract with your government.

"For your renewed assurance of aid to the Chinese I am deeply grateful. However, in order to reach the greatest efficiency in our combined operations, I am firmly convinced that further action is necessary to maintain and strengthen the fighting power of the Chinese Army and Air Force.

"Your telegram mentioned certain practical measures on which I venture to present my views in all frankness.

"1. The 10th Air Force will, we hope, be kept up to strength in order to participate efficiently in operations in this Theater. In this connection, however, attention must be given to the supply of gasoline and ammunition, since neither can now be produced inside China, but will have to be shipped in by air. In order to reach the greatest efficiency in operations, therefore, supply of these items must be included in the program of air transport.

"2. As to the combat planes supplied us under Lend Lease agreements, I plan to organize them so as to employ them in the most effective way. General Stilwell has, in addition, proposed a plan for the use of the 10th Air Force in China to which I have, in general, already agreed. I have informed General Stilwell that any plans of operation of the 10th Air Force in China must have my prior approval and should be subject to my direction and to my judgment as to necessary changes. I am confident that with this understanding, future operations of the 10th Air Force in the China Theater can be perfectly coordinated with those of the Chinese Forces. If the circumstances render it desirable, I agree that the Chinese Air Force may be placed under General Chennault's operational control to participate in the proposed Burma offensive.

"3. Considering the present meagre capacity of the ferry line, it is almost impossible to supply the needs of both Chinese and American Forces in this Theater. Aside from your suggestion of increasing cargo capacity on the India-China run, if the number of transports could be brought to 100 by January 1st; and to 150 by March 1st; this would greatly

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strengthen China's power to resist. Also, if new lines could be established from Dinjan to Chengtu, and from Peshawar in India to Schacheh in Sinkiang, with 25 four motored high altitude transports on each end, this would help us materially. Plans like this are not idealistic, for they can be accomplished easily, and they would be one of the most effective ways of helping China. I have for this reason brought the matter to your attention repeatedly.

"If, in the near future, these plans cannot be put into effect, I hope that supply arrangements for the American Air Force in China can be perfected as soon as possible, so as to ensure smooth functioning of our joint plans against the enemy. Since there are few Chinese troops in India, and since American troops cannot be sent to this Theater, China's greatest need today is to increase the cargo capacity of the India-China ferry line in order to allow of large shipments of gasoline, mountain artillery, anti-tank guns, field artillery, other ordnance supplies, and spare parts for aircraft. This matter is equally important, both for our preparations against Burma and for the support of China's resistance in general. The effect of increasing the capacity of the ferry line will, I am convinced, be even greater than the aid given us in training the Ramgarh Force or the increase in air strength.

"Intense training is now being given the troops in Yunnan and we are making plans to select 6 veteran Army Corps to be employed there, while other units are on the move towards Yunnan. If Lend Lease ordnance could be shipped to China, it could be used to equip these units, which would then be ready for service anywhere.

"I wish to repeat, in closing, that by increasing the capacity of the ferry line, the completion of our plans for the Burma offensive can be accelerated, and China's power of resistance can be maintained and strengthened.

"I have already ordered the Operations Section to take up with General Stilwell the plans for the Burma offensive and the minimum strength needed for the operation. I prefer not to touch on the results of these discussions here, as General Stilwell may have already reported to you on them.

"For your assurance of continued aid to China, I take this opportunity of renewing the expression of my heartfelt gratitude. I trust you will find it possible to give us promptly the help we so urgently need."

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WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
OPERATIONS DIVISION
WASHINGTON

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BY AUTHORITY OF A.G. OF S. OFD
11/17/42
Date

DECLASSIFIED
DD Form
1 Jan. & 30 June 1976
By MAIL LC: Date 10/17/76

November 17, 1942.

MEMORANDUM FOR GENERAL STRATEMETER:

Subject: October 10th Message to Generalissimo Chiang Kai-shek.

Attached hereto is a copy of the message that you requested me to furnish you.

W. H. Wood

W. H. WOOD,
Colonel, G. S. C.,
Acting Chief, Asiatic Theater,
Theater Group, WDOFD.



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Rev 452.1 China (61)

(COPY) ~~SECRET~~OUTGOING MESSAGENOTE OF LIMITED DISTRIBUTION
CY NO. 1

Office Chief of Staff

Ph. 3542
October 10, 1942.

2 Col. Wood

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TO AMMISCA
CHUNGKING
CHINA

DECLASSIFIED

DDO ltr.

8 Jan. & 20 June 1974

By: KL/LL/IC Date: 10/17/74

Number 1469

For General Stilwell's eyes alone. The President desires that you hand the following message to Generalissimo Chiang Kai-Shek.

"My special representative, Lauchlin Currie, has told me of the warm reception you accorded him and of your cordial discussions of our mutual problems. From his assurances I am pleased to know that the progress you both made is due in particular to your understanding and spirit of cooperation in our joint effort.

"This is especially borne out by the arrangements General Stilwell advises us that you have made. The increase of the Ramgarh Force by about 23,000 men and the pooling of facilities and spare parts are of 1st importance. Your agreement to place under control of General Stilwell the 25 Lend Lease transports through contract with CHAC is a real contribution to the air freight route. I am delighted at these definitely constructive steps that you have taken to make possible the development of our mutual efforts.

It is my desire, and I know it also is yours, that additional steps be taken to exploit fully the means immediately available to our respective forces so that the maximum combat effectiveness of our joint effort may rapidly be attained. This will require appropriate measures both by China and the United States. A joint program must of course be our primary objective. In this connection after careful consideration of Dr. Currie's verbal report to me summarizing your views, I outline below a series of further measures which I hope you will agree should be carried out.

Firstly: The 10th Air Force to continue in support of the China Theater; the United States to build this unit up to and maintain it at the following strength: 6th Fighter Squadrons (180 Operational Planes) 4 medium Bombardment Squadrons (57 Operational

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Bombardment Squadrons (35 Operational Planes) 1 Photo Reconnaissance Squadron (13 Operational Planes).

Deliveries to the 10th Air Force to be accelerated so as to provide by October 31st the following airplanes, including those now on hand: at least 160 Fighters, 48 medium Bombers, 31 Heavy Bombers, and 13 Photo Reconnaissance. Every effort will be made to accelerate further deliveries so as to reach the full operational strength of 15 Squadrons as soon after October 31st as is possible.

Secondly: In order to utilize to the greatest advantage the Lend-Lease Combat Planes which the United States has been sending to China it would seem best that the Chinese Air Force organize appropriate Squadrons with these airplanes. For purposes of coordination, it would also seem highly desirable that these Squadrons be under the operational control of General Chennault.

Thirdly: The United States to develop the freight carrying capacity of the China India Air Freight Route to the maximum.

There are now 64 transports (United States and China Lend-Lease) on hand for this purpose exclusive of 8 enroute or about to depart. Beginning this month, if our present production schedules are met, 2 Lend-Lease and 4 U.S. Air Force Transports will be sent each month until a combined total of 100 Transport Planes in the Theater is reached.

The desirability of employing American Troops in your theater is fully understood. However, the extremely serious shortage of ocean shipping for Troop Transport, including Naval escorts for such convoys through dangerous waters, not to mention the long turn around to India, make it impracticable this Fall to send and maintain United States Divisions in China India Theater, such as I should like to do so. The United States is waging this war on far flung fronts and demands for men and particularly materials and ship tonnage are now beyond our present capacity.

- 2 -

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The United States must concentrate on exploiting every possible means to build up an American Air Force to support a Burma campaign. We shall assist to the maximum in the Ramgarh Training Plan. Immediate use will be made of our Lend-Lease program in connection with this training project.

Our joint efforts outlined above should thus go far in preparations necessary for the recapture of Burma.

General Stilwell's plan for the retaking of Burma which Dr. Currie discussed with you is now being developed by the United States Chiefs of Staff and their Planners. Burma must be recaptured in order to establish a practical supply route to China. The Air Freight Route will never be able to transport to you in sufficient quantity the supplies which I wish and intend that you shall get.

I am not including as part of our joint plan at this time the organization of a Chinese unit in Yunnan under specially selected leaders similar to the Ramgarh project. At the same time, if this could be worked out by you it would be of the greatest importance in obtaining our mutual objectives. In this connection, and in order to reappraise on a practical basis your requirements in Lend Lease combat material, it would be most helpful if you advise me of the progress being made with the Yunnan Group. Due to the limitations of supply by Air, there appears to be little justification for accumulating in India our vitally needed combat equipment beyond the needs of say 45,000 Chinese Troops at Ramgarh and the available capacity of our Air Freight Route to China. On the other hand, the reopening of the Burma Road would afford the United States the opportunity to complete the equipping of the units of the 30 Division plan. I am discussing this with you frankly, in the interest of determining upon a course that will enable

- 3 -

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us to render aid in the most effective way.

Again I assure you that the United States will
continue to do everything possible to support your Forces.
signed Franklin D. Roosevelt."

MARSHALL

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GPO INT.
8 Jan. & 20 June 1978
By: *AD/ALC JG Date 10/17/76*

Cable to General Chiang Kai-Shek from the President.

GES:nc 3373

1. AFGAS Asst.Ch
Air Staff 11-17
A-3

1. Inclosed is a copy of cablegram from the President to General Chiang Kai-Shek, prepared in OPD. Also attached hereto is paraphrase of a reply to that cable, from General Chiang Kai-Shek for the President's eyes only.

2. It is desired that you prepare a draft of reply for the President's signature to General Chiang Kai-Shek to his letter to the President, copy attached, dated November 14, 1942.

3. In preparation of this reply, contact the Air Transport Command and get their views on this matter and before the paper is sent to OPD, have it coordinated by Assistant Chief of Air Staff, A-4, Commanding General, Air Transport Command, and General Hanley; then submit to me for my signature.

4. The officer handling this matter for General Handy, Assistant Chief of Staff, OPD, is Colonel Bill Wood. It is desired that he be contacted from time to time in the preparation of this reply.

Dispatched

NOV 18 1942
AAG

File

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

Atts.

Memo 11/17/42 fr Col. Wood w/
att. Cable to Gen. Chiang Kai-Shek **SECRET**
Cy. Paraphrase of Chiang Kai-Shek's reply
to the President, 11/14/42 **SECRET**

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000 000
2 Apr. 6 30 June 1982
By: *SP4/KAC, Date: 10/7/82*

Urgent Procurement Modern Airplanes for Combat Service in China

1 AFMAG APMKP 1942
9-8

For necessary action.

NRN:JT 5865

1 Incl.
Ltr fr Gen Chennault
7-16-42 w/1 Inc.

WILLIAM E. HALL
Colonel, A. C.

Dispatched
SEP 9 1942

AAE
Sniley

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Air OB 452.1 China (68)

**HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET**

File No. 1324

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

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SUBJECT: Transfer of Airplanes from the Troop Carrier Command.

Tally No. AAF _____

DECLASSIFIED
DOO Hqs.
8 Jan. & 20 June 1974
By: ALN/LLK, J.C. Date: 10/17/74

NO.	FROM	TO	DATE	COMMENTS
1.	AFDAS	AFADS	1942 7/6	The attached Memorandum for the Chief of Air Staff, from the Director, Ground-Air Support, is forwarded for you to note. Please check as to estimate that has been prepared by General Arnold's staff.
			8-4	<p>1. The estimate of the Commanding Officer, Troop Carrier Command, that the readiness date of the next Bolero Group would be delayed about two weeks probably was based on the rate of delivery of C-47 and C-53 airplanes during the month of June, 1942.</p> <p>2. During that month, delivery of these two types was far short of the otherwise reasonable estimates for two reasons:</p> <ul style="list-style-type: none"> a. Late ordering of contractor-furnished items which come from subcontractors and vendors all over the country. b. The interference of the priorities system in the distribution of metals to subcontractors and vendors. <p>3. That this condition has been remedied in great part is shown by the fact that there were delivered to the Army Air Forces, in July, 1942, 39 C-53 airplanes as against an estimate of 25, and 99 C-47 airplanes against an estimate of 91. It is the belief of the Materiel Command that deliveries of these two types of airplanes during the months of August and September should be not less than the quantities upon which present allocation plans have been based. There should be, therefore, no cause for any material rescheduling of readiness dates.</p>

APDAS
LSK:cmc

1 Incl:
No change.

for TJJHJ
C/A-4

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Page No. 1

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358
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**HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET**

File No. 452.1

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

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SUBJECT: Transfer of Airplanes from the Troop Carrier Command.

Tally No. AAF _____

DECLASSIFIED
DOO Hqs.
8 Jan. & 20 June 1974
By: ALN/LLK, J.C. Date: 10/17/74

NO.	FROM	TO	DATE	COMMENTS
3.	AFDAS	AFADS AFRGS Prod. Div of AFAMC (in turn AFMAG (to file)	1942 8/9	Noted and approved by General Arnold. Incl: n/c.

APDAS
LSK:cmc

U.S.A.
AFDAS

452.1 China (65) B

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DOO Hqs.
8 Jan. & 20 June 1974
By: ALN/LLK, J.C. Date: 10/17/74

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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 # _____
Tally _____

SUBJECT: Transfer of Airplanes from the Troop Carrier Command.

by: 41

FROM	TO	DATE	COMMENTS
1. AFDAS	AFADS	1942 7/6	The attached Memorandum for the Chief from the Director, Ground-Air Support, is to note. Please check as to action that is reference to General Arnold's comment.

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DDO hrs.

1 Jan 4 20 June 1984
BY *AD/12 J.C. D...*

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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
7/2/42 *OPC*
DATE INITIALS

July 2, 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF.

SUBJECT: Transfer of Airplanes from the Troop Carrier Command,

1. The Commanding General, AAF on June 29th, directed that seventeen transport airplanes be transferred from the Troop Carrier Command to the Air Transport Command for delivery to China.

Ag + mar

2. The Air Transport Command was informed on June 30th of the serial numbers and locations of these airplanes (9 C-47's and 8 C-53's).

3. The Commanding Officer, Troop Carrier Command, estimates that, based upon the current rate of delivery of aircraft to his command, the readiness date of the next Bolero group (61st Troop Carrier Group) will be delayed about two weeks, due to this transfer.

I cannot agree to this - get busy with Prod. people and get the planes HHA

D. M. SCHLATTER
Colonel, Air Corps
Director, Ground-Air Support

Eq. Army Air Forces
JUL 5 1942
AAG RECEIVED

OP. Weyland
O. P. WEYLAND
Colonel, Air Corps

*Noted
9/5*

above copied by WJF from a similar Memo to CG AAF



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DDO Ref.
8 Jan. & 20 June 1984
By: MAJ/K J.C. Date: 10/7/74

Transfer of Airplanes from the Troop Carrier Command.

AFDAS
LSK:mas

3.	AFDAS	AFADS	1942	Noted and approved by General Arnold.
		AFROS	8/9	
		Fred. Div.,		
		of AFADS,		
		(in turn)		L.S.K.
		AFROS (to file)	Incl: n/c.	AFDAS

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8 Jan 6 20 June 1974

By: *MAJ/SG: DDD/10714*

Transfer of Airplanes from the Troop Carrier Command.

AFDAS
LSK:cmc

1. AFDAS AFDAS 1942
7/6

The attached Memorandum for the Chief of Air Staff, from the Director, Ground-Air Support, is forwarded for you to note. Please check as to action that has been taken with reference to General Arnold's comment.

Incl: Memo ~~from~~
Ch. Air Staff ~~from~~
Dir.Gr-Air, 7/3/42.

L.S.K.
AFDAS

2. AFDAS AFDAS 1942
8/4

1. The estimate of the Commanding Officer, Troop Carrier Command, that the readiness date of the next Solers Group would be delayed about two weeks probably was based on the rate of delivery of C-47 and C-53 airplanes during the month of June, 1942.

2. During that month, delivery of these two types was far short of the otherwise reasonable estimates for two reasons:

- a. Late ordering of contractor-furnished items which come from subcontractors and vendors all over the country.
- b. The interference of the priorities system in the distribution of metals to subcontractors and vendors.

3. That this condition has been remedied in great part is shown by the fact that there were delivered to the Army Air Forces, in July, 1942, 39 C-53 airplanes as against an estimate of 25, and 99 C-47 airplanes against an estimate of 91. It is the belief of the Materiel Command that deliveries of these two types of airplanes during the months of August and September should be not less than the quantities upon which present allocation plans have been based. There should be, therefore, no cause for any material rescheduling of readiness dates.

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No change.

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8 Jan. & 20 June 1974
By: *ALJ/MLK* JG Date: *10/7/76*

June 19, 1942.

China

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

My dear Dr. Soong:

I have your letter of recent date requesting that Colonel Dawson's unit leave for China without his full complement of airplanes and wish to advise that this unit is being dispatched to China within the next ten (10) days with the airplanes then available.

Colonel Dawson now has twenty-seven (27) operational Lockheed Hudsons on hand, and it is hoped that he will be in position to depart the United States with this number of planes.

I regret very much that we are unable to bring this unit up to its full strength before departure, but it is believed much better to dispatch the flight with the airplanes now available than to wait for replacements, which are not immediately on hand.

With kindest personal regards,

Sincerely yours,

Gen. H. H. Arnold

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

Dispatched
JUN 26 1942
AAG

Copy for Gen Arnold

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8 Jan. & 20 June 1976
By: *KJW* JC: Date *10/1/76*

June 21, 1942

MEMORANDUM FOR CAPTAIN McCREA:

1. Investigation of the India-China air cargo situation reveals that as of May 8 approximately 3,500,000 pounds had been transported into China from Dijan (Sadiya). The returning aircraft are reported to have evacuated several thousand people from Burma.

2. No definite statements have been received as to the amount of freight carried within the last thirty days. General Stilwell has indicated, however, that the following number of tons will be transported during the next few months:

126 tons	June
264 "	July
400 "	August
400 "	September
400 "	October

3. In a telegram just received from General Wheeler he makes the statement that the most favorable estimate of the capacity of the air transport link from Assam to Kunming will be 200 tons per week commencing July 10th. This appears to me to be an optimistic estimate of the air transportation capacity during the monsoon season. It is approximately double that indicated by General Stilwell.

4. It is the opinion of those who have looked into this situation, both on the spot and in Washington, that the largest single factor which will restrict a considerable increase in tonnage during the months mentioned is the unsuitable weather occurring during the monsoon season. It is reported that flying conditions in this area will show no improvement for the next three months. General Stilwell, reported that the maximum planes he could handle in India and China would be 75. This number of airplanes will be furnished.

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(64)

Sgt. Yehip, Capt. Sahlman
file
1/3 copy sent to Hon. George

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

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DDO lrs
8 Jan. & 20 June 1974
By: A. J. J. J. J. J. LC: Date 8/1/74

June 21, 1942

MEMORANDUM FOR CAPTAIN McCREA:

1. Investigation of the India-China air cargo situation reveals that as of May 3 approximately 3,500,000 pounds had been transported into China from Dijan (Sadiya). The returning aircraft are reported to have evacuated several thousand people from Burma.

2. No definite statements have been received as to the amount of freight carried within the last thirty days. General Stillwell has indicated, however, that the following number of tons will be transported during the next few months:

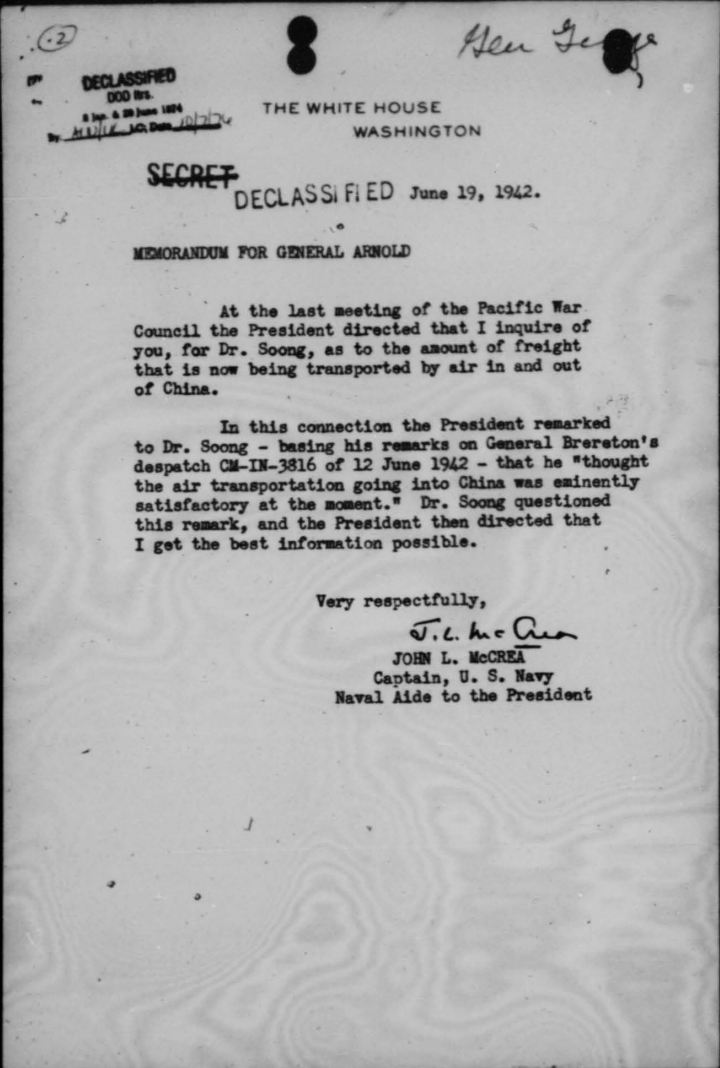
128 tons	June
264 "	July
400 "	August
400 "	September
400 "	October

3. It is the opinion of those who have looked into this situation, both on the spot and in Washington, that the largest single factor which will restrict a considerable increase in tonnage during the months mentioned is the unsuitable weather occurring during the monsoon season. It is reported that flying conditions in this area will show no improvement for the next three months. General Stillwell, as I mentioned to you a few days ago, reported that the maximum planes he could handle in India and China would be 75. This number of airplanes will be furnished.

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

Rewritten by Gen Arnold

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000 hrs.
8 Apr. & 28 June 1994
By MARK L. CH. DATE

H. G.

THE WHITE HOUSE
WASHINGTON

SECRET
DECLASSIFIED June 19, 1942.

MEMORANDUM FOR GENERAL ARNOLD

At the last meeting of the Pacific War Council the President directed that I inquire of you, for Dr. Soong, as to the amount of freight that is now being transported by air in and out of China.

In this connection the President remarked to Dr. Soong - basing his remarks on General Brereton's despatch CM-IN-3816 of 12 June 1942 - that he "thought the air transportation going into China was eminently satisfactory at the moment." Dr. Soong questioned this remark, and the President then directed that I get the best information possible.

Very respectfully,

J. L. McCrea

JOHN L. McCREA
Captain, U. S. Navy
Naval Aide to the President

SECRET
DECLASSIFIED June 19, 1942.

DECLASSIFIED
DOO Hrs.
8 Jan. & 20 June 1974
By MA/UK AC. Date 11/17/74

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

My dear Dr. Soong:

I have your letter of recent date requesting that Colonel Dawson's unit leave for China without his full complement of airplanes and wish to advise that this unit is being dispatched to China within the next ten (10) days with the airplanes then available.

Colonel Dawson now has twenty-seven (27) operational Lockheed Hudsons on hand, and it is hoped that he will be in position to depart the United States with this number of planes.

I regret very much that we are unable to bring this unit up to its full strength before departure, but it is believed much better to dispatch the flight with the airplanes now available than to wait for replacements, which are not immediately on hand.

With kindest personal regards,

Sincerely yours,

H. H. Arnold

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

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JUN 26 1942
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WAR DEPARTMENT
HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DOO Hrs.
8 Jan. & 20 June 1974
By MA/UK AC. Date 11/17/74

AFAPC
HLG
3584
written 6/17/42
JUN 20 1942

MEMORANDUM FOR THE PRESIDENT.

1. According to the information received from Stilwell and Huxford, our two-engine transport planes are not satisfying the requirements for the India-China route. Of course, the weather conditions during the monsoon season are contributing materially to this deficiency. However, no C-54 airplanes would be available for use in China before the end of the monsoon season since the first several of these aircraft must be flown for a month or two in an area where there are adequate landing fields and maintenance facilities in the event that trouble should develop, as is quite possible, with a new type of equipment.

2. There will be a total of only 18 C-54 airplanes produced up until the end of October and these will be most urgently needed on operations across the North Atlantic to support our forces in the U. K.

Sgt. H. H. Arnold

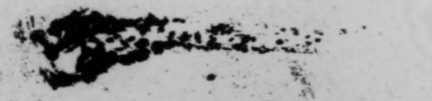
H. H. Arnold,
Lieutenant General, U.S.A.,
Commanding General, Army Air Forces.

1 Enc. (Basic App. returned - copy to Chief of Staff.)
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JUN 20 1942

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452.1 China (62)

THE WHITE HOUSE
WASHINGTON

June 17, 1942.

MEMORANDUM FOR
GENERAL ARNOLD

Do you think I should send a
reply to the enclosed?

F.D.R.

*6/18/42
Gen. George
prepare reply
for me
HHA*

~~SECRET~~

Rec'd 4

DECLASSIFIED ^{MS} Feb 18 1978

MEMORANDUM TO GENERAL HARMON

DECLASSIFIED

000 ltr.

8 Jan. & 20 June 1974

BY AW/MS 10. Date 01/17/76

SUBJECT: Chinese Project.

Reference paragraphs 1, 5, 8, 9 and 10 attached memorandum to Chief of the Army Air Forces from Colonel Bissell the following comments and recommendations are submitted:

*Feb 18
Col Bissell
instructions
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instructions
distribution
MS*

1. Reference para. 1 a. Information received from A-WFB and Mr. Sinclair with the Douglas Company who is familiar with the Chinese situation is to the effect that suitable personnel to accomplish the required instruction for the operation of the A-29 airplanes in China are now available. It is believed that American pilots will be required to fly these airplanes using the Chinese for co-pilots only. A civilian expert on radio from the Bendix factory is en route to China to handle any radio problems. The A-29 airplanes are to be equipped with the mark 9A British Sight which is relatively simple to operate. In view of the above it is recommended that no instructor personnel be sent and that arrangements be made for the members of the ferrying crews to receive the necessary instruction in the operation and maintenance of the equipment installed on the A-29 airplanes in order that this information may be conveyed to the personnel in China.

4521 China (20)

2. Reference para. 5. The normal British spares for all airplanes are based on the requirements for the estimated life of the airplane. Additional spares are not available unless they are taken from those provided for the A-29's in our service or from the British. This is not considered advisable. This Division has received information from the Air Service Command that necessary action is being taken to provide the normal spares for the 33 A-29 airplanes for China. Priority on these spares should be given the Chinese Project because of the transportation difficulties involved.

3. Reference para. 8. A total of 33 A-29 airplanes will be shipped to China. Crack-ups prior to shipment will be replaced.

4. Reference para. 9. The 17 P-43A airplanes taken over by the Army Air Forces in December have been allocated to the observation units assigned to the task forces, Gymnast and Magnet. Most of these

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are already in the San Antonio Air Depot being altered for camera installations and should not be withdrawn. The other P-43 type airplanes are also required for observation units.

5. Reference para. 10. The 65 P-66 airplanes taken over by the United States in December are now assigned to the Western Theatre. While there are no spares in this country for these airplanes and there is some difficulty in keeping them in operation it is believed that these airplanes should not be withdrawn from the Western Theatre at this time. No airplanes are available for replacement without disrupting other important projects. If, however, 65 pursuit airplanes must be furnished the Chinese it is recommended that the P-66's be sent.

6. Reference paras. 12 & 13. Colonel Anderson A-WPD has stated that the plans for transport airplanes as stated in para. 12 and 13 have been changed. Present plans contemplate furnishing about 100 transports as rapidly as they become available. As many as possible of these will be the C-47 type which has a heavy floor and large doors. Priority has been given the Ferrying Command on the first six C-47 transports in February. The next two are being shipped to "X". The production estimate for February is 15 C-47's. No allocation has been made to the Air Service Command which is urgently in need of cargo type transports.

For the Chief of the Air Staff

Hoyt S. Vandenberg
HOYT S. VANDENBERG

Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

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MEMORANDUM FOR CHIEF, ARMY AIR FORCES:

(Attention General Harmon)

Subject: Chinese Project.

1. As a result of investigations and developments during the last 3 days the following comments and recommendations are submitted. It is requested necessary directives be issued to implement the recommendations.

9. *F-3*
a. The 33 A-29 Lockheed Hudson bombers destined for China have navigation, radio and bombing equipment with which U.S. and Chinese personnel now in China have had no experience whatever. To make possible effective utilization of this equipment it is recommended that a directive issue to Air Force Combat Command to assign 6 officer or non-commissioned officer instructors qualified to instruct personnel in China in the use of equipment supplied on the A-29 airplanes as follows:

- (1) Navigation (two instructors).
 - (2) Bombs, racks, sights and releases (two instructors).
 - (3) Radio equipment (two instructors)
- no*
But
Revised
9.11

2. Two C-53 transports, to be flown by Chinese National Airways pilots, are about to depart from Miami and an additional C-53 is now ready in Los Vegas. It is understood these aircraft will move to China under control of Ferry Command. It is recommended that a directive issue through Ferry Command requiring these 3 C-53's to be loaded, to capacity, with P-40 spare parts now at Takoradi and destined for Chennault in China. *014*

3. The Air Corps factory representative at Lockheed states that the oxygen equipment furnished in Hudson A-29's is unsuitable for combat use. It is installed to provide emergency equipment on the Atlantic crossing. Upon arrival in England this equipment is removed from the planes, crated and returned to Lockheed where it is again installed for the same purpose. Due to the design of this oxygen equipment it will not meet combat conditions. It is recommended that a directive issue through the Material Division to provide U.S. oxygen equipment in the 33 Lockheed Hudsons for China. The necessary priority for the furnishing of this equipment should be made available to insure that delivery of the aircraft now being re-worked at the Lockheed plant will not be delayed. The directive should include oxygen masks for all stations. These should be made available and forwarded with the A-29's. There is none of this equipment in China and unless it goes forward with the aircraft, oxygen cannot be used. *OK*

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4. There were no bomb-sights with the A-29's at the Lockheed factory. The Air Corps representative did not know where these sights were and had no information that the U.S. was to supply sights for these aircraft. It is my understanding that Sperry sights are to be provided for these planes. It is recommended that the necessary directive issue through Materiel Division to insure that the Sperry sights will be delivered to the Lockheed plant and will go forward with the aircraft. (wa)

5. Inquiry at the factory developed the fact that no spare parts had been set up for the Chinese A-29's. It is recommended that a directive issue through the Materiel Division to the Lockheed Company to make available twice the regularly established British allotment of spare parts for each airplane and that these be forwarded by the most expeditious means to China via India. These spares should be given priority over spares for the Lockheed Hudsons taken over by the U.S. Army due to the distance the spares must be shipped and the fact that the airplanes cannot be operated long in combat without them. Materiel Division TK 400, February 4, 1942, directed A-29 parts to be shipped to Weehawken. (A-10) (Manual) (Spares)

6. The turret situation is still obscure. Four turrets have been received at the factory and either 12 or 14 more are reported to be in New York, about to be shipped to Lockheed. The British representative at the factory, as well as the Air Corps representative, stated that no Boulton-Paul turret had ever been installed in a Hudson in the United States. Until a turret has been installed and it is determined that all essential parts for its functioning have been provided by the British it will not be known whether the turrets in the United States will make the Chinese A-29's combat airplanes. It is recommended that a directive issue through the Materiel Division to install as expeditiously as possible one Boulton-Paul turret by Lockheed on a Hudson Lockheed bomber to determine whether all necessary parts are in the United States. If this test determines that the turrets available are incomplete it is recommended that all 33 planes for China be turned out without turrets. If the turrets in the United States are complete it is recommended that the 16 or 18 available be installed on a similar number of planes and the other A-29's be turned out as Americanized Lockheed Hudsons, with British guns, except for the one .50 Caliber gun. (C.K.)

7. Innumerable questions are constantly arising in regard to re-working the Chinese A-29's. Major Mounts, Air Corps factory representative at Lockheed, was given a comprehensive picture of the conditions under which these airplanes must operate and understands fully the necessity for their delivery as complete combat units. It is recommended that a directive be issued through Materiel Division authorizing Major Mounts to exercise discretion and to take final action in all minor matters in connection with the Americanisation of these Hudson Lockheeds. (C.K.)

8. It is my understanding that 33 of these airplanes are to be turned over to the Chinese. Unverified information indicated that one or two of the airplanes originally at Sacramento may have been crashed in the move to Ogden or subsequent thereto. No less than 33 Lockheed Hudsons should be delivered to the Chinese. (OK)

A-3

9. The Chinese Program originally included 125 P-43A's. Shortly after December 7 the U.S. Army took over 17 of these aircraft. It is recommended that a directive issue withdrawing these 17 airplanes from the Combat Command; directing that they be forwarded to the Republic plant, put in first-class condition and packed for overseas shipment. These 17 aircraft are of little use to the U.S. Air Corps. If made available to the Chinese, it would be possible to keep the P-43 aircraft in operation against the enemy for 30 to 45 days additional. (Two)

A-3

10. The Chinese Program also included 144 P-66's. Shortly after December 7, 65 were allocated to the U.S. Army. Of the remaining 79, 25 are currently being moved by air through March Field to Mitchell Field. After arrival at Mitchell Field, Dade Brothers, Newark contractors, under supervision of a Vultee factory man will crate these 25 airplanes for shipment to China. The last of these 25 airplanes will leave the Vultee plant February 9, 1942. (Handwritten: ship, China, material, Pa)

A-3

22
Vultee has instructions to ship P-66's, now at their factory, to Houston. Twelve will be crated and ready to go on February 12 and ten more on February 16.

Of the 32 remaining of the Chinese Allotment, 17 are now in crates. The tails have been removed and are being re-worked. These 17 will be ready for shipment on February 20. Fifteen other aircraft to complete the Chinese allotment of 79 will not be available until May 10, 1942 unless favorable action is taken on letter A-5931, Feb. 6, 1942, General Manager, Vultee to Materiel Division, requesting that the priority on the order be immediately raised from the present A-1-D to an A-1-A. It is recommended that a directive issue from the Materiel Division to make available an A-1-A rating for these aircraft, not only because it is desirable to complete these for use in China but because it is equally desirable to clear these airplanes out of the Vultee plant to avoid interference with production under the Bombardment Program. (OK)

The bulk of the spare parts of the P-66's have been shipped from Newport News for China. There are, therefore, no small spare parts for P-66's in the United States. It is inadvisable to go into production again on P-66 spare parts in the United States. Since there are no spares for the 65 airplanes taken over by the Army Air Corps, it is recommended that a directive be issued through Materiel Division, that as these planes are returned to the factory to have the defect in the tail corrected, they be withdrawn from the Combat Command and placed

A-3

at the disposal of the Chinese to be shipped by Vultee to China. Seventy-nine fighting airplanes of any one kind are no great value to China but if the additional 65 are added, some return commensurate with the effort required to establish the unit in China may be realized. Sixty-five pursuit airplanes of one type in the United States without spare parts are probably a liability rather than an asset.

11. There are a few large spare parts for P-66's that were not shipped to China. The present instructions at the Vultee plant are that one-half of these large spares are to be held for the aircraft taken over by the Army. It is recommended that a directive issue through Materiel Division to release all Vultee P-66 spare parts to China and directing that they be crated for overseas shipment and dispatch without delay. (1)

12. Thirty-five Douglas C-53 transports have been allocated to China. Scheduled deliveries will average 3 planes per month during 1942. Due to the critical situation occasioned by the closing of the port of Rangoon and the necessity for establishment of an air transport service to China from the end of the Indian Railway at Sediya, it is recommended that the C-53 situation be reviewed and that the completion of deliveries of the 35 C-53's for China be expedited by all practicable means. (Handwritten: Anderson)

13. To permit the movement of bulky supplies by air from the end of the Indian Railway to China it is recommended that 5 big-door C-47 transports, with crews, be made available without delay to the Stilwell group in China and that a directive be issued accordingly. (Handwritten: Anderson)

14. The supply of aviation gasoline to keep combat aircraft flying in China and to make HALPRO possible presents a serious problem which will rapidly become critical. Air transport must carry cargo both into and out of China if the United States is to secure essential tungsten and tung oil. Careful investigation of special air transport for moving gasoline, while promising from certain angles, is eliminated because it has no return cargo possibilities and because it is so highly specialized that it has no flexibility for use for other purposes. It is recommended that a directive be issued from the Materiel Division to carry out experiments in the movement of loaded 50 gallon or 100 gallon drums of gasoline in transport aircraft, to determine the difficulties that will be encountered and to develop the essential technical equipment and operating procedure. Fifty gallon drums appear to offer more promise from the point of view of operations in China than the 100 gallon drums. Investigation should be made at once to determine whether containers that have been used for 100 octane gasoline may be used subsequently for tung oil and also whether containers that have been used for tung oil can be used subsequently under field conditions for 100 octane gasoline. (1)

Col. O. Anderson

15. A training program for Chinese pilots is under way in China. Forty Ryan trainers for this program were shipped December, 1941, with spare parts. Thirty more are on a boat that sailed Feb. 5, 1942. It is my intention of recommending to the Generalissimo at the proper time that the training of Chinese pilots be transferred from China to India in order to:

- a. Eliminate the necessity of shipping aviation fuel by air for flying training in China.
- b. To eliminate the shipment of spare parts by air, and
- c. To get the training of Chinese out of the combat zone and clear the training fields for the use of HALPRO.

*Check Para. 1, 5, 8, 9, 10 with A-3
12, 13 with AWP - Col O Anderson.
Other matters approved for accomplishment.
provided investigation develops practicability.*

Clayton Bissell
CLAYTON BISSELL,
Colonel, G.S.C.

AFCAS

MFH:nc

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JUN 10 1942

~~SECRET~~

Dr. T. V. Soong,
Minister for Foreign Affairs
Republic of China,
1601 - V St. N. W.
Washington, D. C.

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COO:ms

8 Jan. & 29 June 1974

By *ALYK* on Dec 21/74

Dear Dr. Soong:

I have before me your letter of May 20, 1942 and those of June 2, 1942, with reference to the status of the transports on the India-China Ferry Service. It is to me a source of regret and great concern that I cannot give you a more favorable picture of the transportation of supplies over this Division.

As you know, under considerable pressure and with the highest priority, I established the first ferry group operating under General Stilwell's control to expedite the delivery of supplies from India to China. I laid my plans to furnish this Service with 75 airplanes by the 30th of June, 1942. Enemy action has seriously influenced the accomplishment of our plans. It is fruitless to throw into this activity more transport planes than can be profitably operated when they are so vitally needed in other theaters.

In spite of this, my plans have gone forward to the extent that there have been delivered to the C.N.A.C. 10 airplanes; one additional is being reworked and two are set up from June production. To the first ferry group I have dispatched 31 airplanes, 30 of which are available to General Stilwell. I am now contacting General Stilwell with a view to determination of the maximum number of aircraft of this type that he can use in his area and I will take measures to see that that number is supplied him up to a total of 75. It is impossible for me in the face of existing combat demands for heavy bombardment airplanes to divert B-24's to this project. I feel that you will agree with me that the cause of China will be better advanced by their direct application in combat against our common enemy.

Dispatched

JUN 10 1942

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1/52.1 China 59

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

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

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AAP-39

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124

CLASSIFIED INFORMATION

CLASSIFIED ITEMS REMOVED

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

Series: 452.1 China (59)

Folder Title:

Item(s) and Security Classification:

- 1a. Letter, Minister for Foreign Affairs of the ROC to Gen. Harmon, 6/2/42, 1p. S.
FCI: China
- b. Letter, Minister for Foreign Affairs of the ROC to Arnold, 6/2/42, 2p. S.
FCI: China

PK /MED 4/2/77

1994

Reviewer

Date

85-57 (rev 4/90)

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: Foreign Policy File:

Folder Title: Cambodia *Reports*

Item(s) and Security Classification:

- 1. 20 Cambodia reports. *Jan 8 - May 3 1971 to TS file*

PK

May '94

Reviewer

Date

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED

File No. _____
Tally No. AAF _____

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

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DOO lrs.

SUBJECT: C-54 4-Engine Transports.

8 Jan. & 20 June 1974
By ALD/K LC Date 10/7/76

NO.	FROM	TO	DATE	COMMENTS
1.	General Harmon	General Arnold	1942 6/8	<p style="text-align: right;">AFCAS JYJ/mwb</p> <p>1. Acting upon information which was doubtless transmitted to him from the United States, Generalissimo Chiang Kai Shek has sent a cable to the President complaining about the inadequacy of air transport from India to China and requesting immediate assignment of 15 C-54 (4-engine) transports.</p> <p>2. This request has been referred to Mr. Harry Hopkins and has by him been transferred to the Munitions Assignments Committee (Air) with a request that a case be prepared for action and placed on the agenda for the meeting to be held Wednesday, June 10th.</p> <p>3. There are at present 9 C-54 (4-engine) transports either in the hands of the Air Force or due for delivery within the next few days. The next 15 C-54's will not come off the line until sometime late in July or August and our defense aid airplanes are tentatively allocated to the British.</p> <p>4. All the papers pertaining to this transaction have been referred to the Subcommittee for the Allocation of Airplanes of the Munitions Assignments Committee (Air) and Colonel Langmead has been informed that under existing conditions the Army Air Forces cannot agree to diversion of any transports assigned to the Army Air Forces. It is believed that the British will fight to the bitter end to the taking of any C-54's for assignment to China.</p> <p style="text-align: right;">M.F.H. AFCAS</p> <p style="text-align: right;"><i>July 1942</i></p>

452.1 China (58)

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air 452.1 China (58)

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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: *Decima*
Folder Title: *452.1 China*
Item(s) and Security Classification:

1. Letter, Minister of Foreign Affairs, ROC to Arnold, 5/20/42, 1p. S. FGI: China

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Reviewer

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~~CONFIDENTIAL~~

ARMY AIR FORCES
HEADQUARTERS OF THE FERRYING COMMAND
WASHINGTON

DECLASSIFIED
000 hrs
8 Jan. & 20 June 1974
By MARK J.C. Date 10/17/76

May 5, 1942

SUBJECT: Blanket Priority Rating for CNAC
TO : Commanding General, Army Air Forces

1. Pan American Airways, Inc. have requested a high priority rating for spare parts and other supplies needed in their operations. The Aircraft Branch of War Production Board has advised this Command that it was prepared to act upon such requests provided that action initiating the request came from, or through, Army Air Forces.
2. It is requested that appropriate action be taken to secure for China National Aviation Corporation (CNAC), blanket priority rating of Ala for aircraft repair parts and operating supplies and equipment needed by them.

For the Commanding General:

H. B. DUDLEY
Major, Air Corps
Adjutant

Incl:
Cy ltr fm PAA 4/2/42 to WPB

CC: Mrs. Archibald
Mr. Roscoe, PAA

In 08 4521 China (57)

5/27/42 1) matter being acted on by Col. Wilson, A5C
Br. 6959.

2) Gen. A50^C office notified.
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3) file
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DECLASSIFIED April 2, 1942

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000 ltr.
Jan. 6 20 June 1974
By ALM/LC, Date 02/17/74

CONFIDENTIAL

Mr. Robert E. Lees
Chief, Priorities Section
Aircraft Branch, War Production-Board
New Social Security Building
Washington, D. C.

Dear Mr. Lees:

As you probably are aware when Hong Kong fell our subsidiary, the China National Aviation Corporation (CNAC) lost a large part of its equipment and spare parts. The aircraft were used as long as they remained undamaged for a 24-hour shuttle service to transport several hundred important people to safety in China. For this reason there was room to remove only a very limited amount of equipment on the planes that got through, and several of them were lost, while on the ground at Hong Kong.

CNAC has now set up its main base at Calcutta and is being supplied with new aircraft and other material as rapidly as possible. It has meanwhile served to transport and the ground crews and equipment of the A.V.G. as it moves from base to base, as well as General Wavell, and practically every important Chinese figure. With the fall of the Burma Road, its importance has again increased in that supplies are being flown from India to China as intensively as the equipment now available permits.

Naturally CNAC's need for new supplies is great. There are urgent requirements insofar as replacement of the lost equipment is concerned, as well as an obvious necessity for immediate expansion. Maintenance equipment is additionally needed because there is only a limited amount of standardization of aircraft and engines.

We are working on a means of getting much of the necessary material out to India as rapidly as it becomes available through the frequent ferry flights of Pan American Air Ferries, Ltd. By so doing we would eliminate delays in waiting for ship departures, as well as the long surface trip itself. Accordingly, I would like to ~~ask~~ for a high blanket priority rating for the China National Aviation Corporation. The purposes it would serve are described above and, through utilization of the ferry flights, we would be able to ship materials out as soon as they become available to us.

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Should you desire more information on this subject, naturally I would be glad to supply it. May I also add that should you feel this request would benefit from additional official backing, I believe that there are several sources that would be glad to say a further word in our behalf. I look forward to hearing from you at your earliest convenience.

With kindest regards, I am,

Sincerely yours,

A. M. Archibald
Assistant Vice President

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Air 45 452.1 China (57)

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(Written 5/20/42)

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DDI ltr.

8 Jan. & 20 June 1974

By PLA/... LC Date ...

AAF APTSG/OK-2

SUBJECT: Recommendations Relative to Air Communications with China.

Sec. 0/3

FOR:

Draft of reply attached

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Plan. AS
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Int. Sup.
A. Col.
Engr.
Gr. Sup.
Int. S.
War. Mater.
Int. M.
Tech. S.
Weather
Traffic
Photo. H&C
Tech. Serv.
Pub. Rel.
Dir. Pers.
Adm. Pers.
Gen. Staff
Surg.
J. Assoc.
Engrt.

Handwritten notes and initials in the routing table, including a large signature.

file stamped

Dispatched
MAY 22 1942
LAG

WJF

W. J. FLEMING,
Major, Air Corps,
Secretary, Air Staff.

- 2 Incls.
- #1. Ltr. fr. State Dept. 5/2/42 to Col. C.L. Nelson w/ Para.
- #2. Draft Ltr. to State Dept.

MEMORANDUM FOR RECORD

A memorandum from Mr. Orms Wilson, Liaison Officer, State Department, dated May 1, 1942, to Col. Otto L. Nelson, Assistant Secretary, General Staff, Subject: "Recommendations Relative to Air Communications with China", enclosed a paraphrase of telegram #245, dated April 30, 1942, from New Delhi, India, saying that C-53 and DC-3 type airplanes are unsuitable for flying at the high altitudes necessary over the mountains above Myitnya, and requesting that either B-17 or B-24 airplanes be delegated to that service. The cable also brought up the Radio Communication problems.

A reply from the Commanding General, AAF, requested that in addition

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DEPARTMENT OF STATE

WASHINGTON

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8 Jan. & 20 June 1974

By: BLANK JG, Date: 10/17/76

DATE: May 1, 1942

In reply refer to U-L

MEMORANDUM

TO: Colonel Otto L. Nelson
Assistant Secretary, General Staff,
Room 2022, Munitions Bldg.
War Department.

FROM: Liaison Officer.

SUBJECT: Recommendations relative to air communications with China.

There is attached, for the information of the Chief of Staff, the text in paraphrase of a telegram dated April 30, 1942, received from Colonel Johnson, Personal Representative of the President at New Delhi, containing urgent recommendations regarding the maintenance of air communications between India and China.

/s/

Orme Wilson
Liaison Officer

Enclosure:

Paraphrase of telegram no.
245, April 30, 1942, from
New Delhi, India

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DOJ INT

9 Jan. & 20 June 1974

Dr. ALAN K. L.C. Date 10/7/74

PARAPHRASE

A strictly confidential telegram of April 30, 1942, from the American Mission at New Delhi reads substantially as follows:

On the morning of April 30 conferences were held in New Delhi and as a result of the conferences Colonel Johnson and Ambassador Gauss present facts and urgent recommendations to the following effect:

The possibility that all of the four proposed land routes between north Burma and the northeast part of Assam might be developed has been eliminated by the penetration of the Japanese into northern Burma. The present air supply route from the northeastern part of Assam by way of Myitkyina as well as the Calcutta route to west China are seriously threatened by Japanese control of air fields in north Burma, including Lashio and Shwebo, and it is expected that these routes will soon be closed. The direct ASSG route to west China from the northeastern part of Assam goes over mountains whose altitude is approximately 20,000 feet. It has been shown in test flights that on clear days planes can get through at an altitude of 16,000 feet. CNAC pilots say that on account of inadequate maps it is necessary that in order to get through safely a plane be able to fly at a height of 23,000 feet. The present route which C-53's and DC-3's fly Bogleys south of this range of mountains over Myitkyina. These planes fly at altitudes greater than 13,000 feet and they are unable to fly at an altitude of more than 15,000 feet under existing servicing conditions. For this reason they can not be utilized for a direct flight. Therefore, it is necessary to have a long-range type of plane capable of flying at a high altitude, such as B-17 or B-24.

It is absolutely essential that there be proper radio suited to operations in China, specifications for which are on file in New York with Pan American. It is impossible to evade the fact that the present Army equipment is unsuitable and has prevented operation in China of the C-53's.

It will be impossible for friendly air units, including AVG, to protect the area around Myitkyina and Loiwing. Once Loiwing is evacuated the nearest air base is a mediocre field at Pacshan, which will be inadequately provided with air raid warning service also.

It is considered that air communications with China are vital to the morale of the Chinese. It is impossible

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to predict what may happen in case China is cut off entirely from contact with the outside world. It is vital and of the very greatest urgency that there be air communication even if there are only token shipments in addition to mail. The Chinese attitude is very anti-British and to a lesser extent anti-foreign in general as a result of the reverses suffered since December 7, 1941. One ~~must~~ not overlook the possibility of this attitude becoming actively anti-American. The effects in China and in India of the loss of Burma, which within a few days will be complete, and of the resulting loss of communications with China will be very adverse.

The recommendations are (a) that suitable long-range planes capable of flying at a high altitude, as for instance B-24, be supplied immediately and be equipped with the latest Bendix type of radio in order to maintain communication with China which is essential and (b) that CNAC's foreign staff, who are the only ones having the adequate experience and local knowledge for practical operations, be intrusted with operations of these planes. The above statements and recommendations are concurred in by Colonel Mayer, Military Attache, and Lieutenant Colonel McHugh, Naval Attache, who were present at these conferences.

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DATE 11/13/76 BY 4400/100

Mr. Clegg Wilson, Liaison Officer
Department of State,
Washington, D.C.

Dear Mr. Wilson:

Reference is made to your memorandum, dated May 1, 1942, to Col. Otto L. Nelson, Assistant Secretary, General Staff, enclosing paraphrase of telegram #245, April 30, 1942, from New Delhi, India.

In addition to the previous decision transmitted to your office concerning the allocation of 4-engine Bombers for the China freight service, it is requested that the following reply, pertaining to radio, be made to the subject cable:

"REGARDING RADIO COMMUNICATIONS PROBLEM OUTLINED IN TELEGRAM TWO FOUR FIVE COMMA DATED APRIL THIRTIETH COMMA ALL C DASH FORTY SEVEN AND C DASH FIFTY THREE AIRPLANES BEING EQUIPPED WITH LOW FREQUENCY COILS FOR SCR DASH ONE EIGHTY SEVEN LIAISON TRANSMITTER AND LIAISON RECEIVER COVERING TWO HUNDRED TO FOUR HUNDRED KILOCYCLE BAND COMMA IN ADDITION TO STANDARD HIGH FREQUENCY BANDS STOP ALL ABOVE AIRPLANES BEING EQUIPPED WITH TWO INDEPENDENT RADIO COMPASS INSTALLATIONS ARMY TYPE SCR DASH TWO EIGHT ZERO OR BENDIX COMMERCIAL AUTOMATIC COMPASS TYPE MN DASH THREE ONE COMMA BOTH OF WHICH COVER MEDIUM FREQUENCIES DOWN TO TWO HUNDRED KILOCYCLES STOP BENDIX MULTIPLE CHANNEL TRANSMITTERS NOT IMMEDIATELY AVAILABLE STOP REQUEST IMMEDIATE ADVICES WHAT ARE EXACT OPERATING FREQUENCIES FOR AIR GROUND CONTROL COMMA DIRECTION FINDING COMMA AND HOMOING AS USED ON THIS ROUTE STOP MUST HAVE THIS INFORMATION IN FUTURE TO SELECT PROPER BENDIX TRANSMITTER AND CRYSTALS FOR USE IN THE ROUTE"
FORWARDED TO: NARNEY,
Major General, U. S. Army,
Deputy Chief of Staff.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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File No. _____

Tally No. AAF _____

8 Jan. & 20 June 1974
By: *ALM/LC* Date: *10/7/76*

SUBJECT: Ferrying of Airplanes to Chinese.

NO.	FROM	TO	DATE	COMMENTS
1.	AFCAS	AFROM	1942 5/7	<p style="text-align: right;">AFCAS JYY/mwb</p> <p>1. General Arnold personally stated his opinion that the officer who is managing the training of personnel which is to ferry airplanes to the Chinese (he apparently refers to the A-29's) is letting that business drag on and on and on.</p> <p>2. General Arnold personally directs that telephone message be transmitted this officer to "get on his horse".</p> <p>3. This is forwarded for immediate action by your office. Report of action taken is directed.</p> <p style="text-align: right;"><i>JYY</i> AFCAS</p>
2.	AFROM (X-1) KMR	AFCAS	1942 5/10	<p>1. Subject project has been delayed due to the necessity for a large number of engine changes. These changes will be made as rapidly as possible, and thereafter every effort will be made to expedite the departure of these airplanes.</p> <p style="text-align: right;"><i>O.S.F.</i> O.S.F. Col., & C., Dir., W&M.</p>
3.	AFDAS	AFMAG	1942 5/16	<p>1. Noted. For the Air Adjutant General to file.</p> <p>2. Further action on this subject will be taken as a separate item upon the return of Colonel Nelson who has been dispatched by the Director of Military Requirements to Denver for a special inspection of this project.</p> <p style="text-align: right;">AFDAS LSK:cmc</p>

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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File No. _____

Tally No. AAF _____

DECLASSIFIED
DOO Hrs.
8 Jan. & 20 June 1974
By: *ALM/LC* Date: *10/7/76*

SUBJECT: Engine Trouble in A29 Airplanes (cont'd)

NO.	FROM	TO	DATE	COMMENTS
2.	AFRBS	AFCAS	1942 5/13	<p>1. Evidence brought to light in preliminary investigation of difficulties experienced with engines for A-29 Airplanes indicate that the trouble was with a particular lot of engines and not a general condition.</p> <p>2. The failure so far as can be traced to date was due entirely to improper storage at factory and dispersed airdromes prior to assignment to units.</p> <p>3. The following action has been taken:</p> <p>a. Materiel Command and Air Service Command have both been notified of the necessity of replacement of all engines of this lot.</p> <p>b. Air Service Command has been directed to get 66 engines overhauled and re-installed not later than May 20th.</p> <p style="text-align: right;">L.P.W. Director of Base Services</p>
3.	AFCAS	AFMAG	1942 5/15	<p>1. Note and file.</p> <p>2. This matter will be carried to its completion by the Director of Military Requirements upon the return of Colonel Nelson from his inspection of this activity at Denver.</p> <p style="text-align: right;">LSK:pfp</p>

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Page No. -3-

E.O. 11652, 17. Rev. 8/10/61

452.1 China 55

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET
DECLASSIFIED

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

File No. _____

Tally No. AAF _____

DECLASSIFIED
DOO ltr.

8 Jan. & 20 June 1974

SUBJECT: Engine Trouble in A29 Airplanes. By AF/AS LC: Date 10/17/74

NO.	FROM	TO	DATE	COMMENTS
1..	APCAS	AFRBS	1942 5/7	<p style="text-align: right;">APCAS JYY/mwb</p> <p>1. A Chinese General called on General Arnold yesterday, May 6, 1942, and stated that they were very anxious to have B-25 airplanes substituted for the A-29's, which have been assigned to the Chinese.</p> <p>2. This request is founded upon the belief of the Chinese that General Cousins in the West Coast Training Center has suspended all training on A-29's because of engine trouble. The Chinese argued that if we were having trouble with the A-29's, they preferred the B-25's to this type. General Arnold's reply to the request was that the engine trouble in the A-29 airplanes would be remedied and remedied quickly.</p> <p>3. Confirming telephone conversation with Colonel Whitten, this information is forwarded to your office for immediate action to determine what, if any, troubles exist in connection with the engines of the A-29 airplanes and for the correction of such difficulties as they exist.</p> <p>4. Report of action taken is directed.</p> <p style="text-align: right;"><i>JYY</i> S/AS</p>

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F-4071, AF. Rev. 8/14/41

Page No. _____

AF/AS
4521 China (54)

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

Tally No. AAF _____

SECRET

DECLASSIFIED

DOO ltr.

8 Jan. & 20 June 1974

SUBJECT: Movement of Col. Halverson's group.

By AF/AS LC: Date 10/17/74

NO.	FROM	TO	DATE	COMMENTS
1.	General Kuter	General Arnold	1942 4-22	<p>1. Colonel Halverson reports this date that he expects that his airplanes will be delivered to him by May 1, 1942. The earliest date thereafter on which his personnel will be sufficiently trained to permit take-offs is May 15, 1942. He plans that his first echelon shall take off on that day.</p> <p>2. Colonel Halverson will be in Washington on or about April 26, 1942. On that visit he intends to verify the adequacy of all facilities and preparations required for his movement into the theater.</p> <p style="text-align: right;"><i>RR</i> S.K. AFDAS</p> <p style="text-align: right;"><i>noted</i></p> <p style="text-align: right;"><i>To Files</i></p>

Copies of this sent to:
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AFROM,
AFATC

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F-4071, AF. Rev. 8/14/41

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4521 China (54)

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DDO #15.
8 Jan. & 20 June 1974
By AAJ/K LC: Date 10/2/76

April 20, 1942

MEMORANDUM FOR General Arnold

SUBJECT: Progress Report on Halpro Airplanes

Six of the Halpro airplanes will be delivered complete with all modifications from Mobile Depot today. The remainder will be completed by the first of the month which is well ahead of schedule. All parts are now in hand and work is progressing rapidly. Arrangements have been made to send parts by Mobile Depot to Patterson to install all necessary changes on the four B-24's leaving shortly concurrently with the installation of ASV equipment.

Muir S. Fairchild

MUIR S. FAIRCHILD
Brigadier General, Air Corps
Director of Military Requirements

452.1 ch... (51)

(Handwritten initials)



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DOO Hrs.

8 Jan. & 20 June 1974

By PL/MLK LC Date 10/7/74

Replacement of A-29 airplanes lost by Colonel Leo H. Dawson.

NFT/imm

1 AFGAS AFAMC

1942
4-13

1. Teletype from Colonel Leo H. Dawson to Commanding General, Army Air Forces, April 3, 1942, advising of total loss of airplanes and teletype from Colonel Dawson to Commanding General, Army Air Forces, April 10, 1942, advising of damage beyond economic repair of A-29 No. 41-23596, and requesting procurement of additional planes are attached.

2. Pursuant to Directive No. AAG 3-49, February 11, 1942, by direction of the Chief of the Air Staff to A-3, it is directed that immediate steps be taken to replace these planes.

3. It is further directed that Major W. W. Mounts, Air Corps representative at Lockheed Corporation, Burbank, Calif., be authorized to select the serial numbers of such airplanes.

4. It is further directed that Colonel Dawson be authorized to survey and condemn plane No. 41-23596 and to use salvageable parts at Lowry Field as replacements on other planes and to ship via rail to Lockheed Corporation any parts not so used.

452.1 China (50)

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

APR 10 1942
AAG

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HEADQUARTERS—ARMY AIR FORCES—COORDINATION

DATE	BY	A.A.G.	A-1	A-2	A-3	A-4	A-WFD	A-Ins.	Encl.	Remarks
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AAG 3-49
452.1 China (50)

AOS 337

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DDO INF.
8 Jan. & 20 June 1974
By: AIA/IK/AC, Date: 10/2/74

APR 8 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: P-40E's for A.V.G.

1. General Stillwell inquired as to the ownership of the 51 P-40E's erected at Takoradi and flown to India for the A.V.G. He was informed that the airplanes were the property of the U.S. Army Air Forces and was asked for his recommendation as to whether or not they should be transferred to Lend-Lease.

2. General Stillwell has recommended against transfer of the airplanes to Lend-Lease at this time pending final decision of the A.V.G. status.

452.1 China HQ

*Noted
File
JPL*

T. J. HANLEY, Jr.
Colonel, G.S.C.
Assistant Chief, Air Staff, A-4

Max F. Schneider
MAX F. SCHNEIDER
Colonel, Air Corps

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Air Ob 452.1 China (5)

AOS 532

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DOO lrs.

8 Jan & 20 June 1974
By ACW/LE/IC: Dase 10770

APR 8 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: P-40E's for A.V.G.

1. General Stillwell inquired as to the ownership of the 51 P-40E's erected at Takeradi and flown to India for the A.V.G. He was informed that the airplanes were the property of the U.S. Army Air Forces and was asked for his recommendation as to whether or not they should be transferred to Lend-Lease.

2. General Stillwell has recommended against transfer of the airplanes to Lend-Lease at this time pending final decision of the A.V.G. status.

752.1 China (49)

Hq. Army A

APR 4 1942

AAG Received

T. J. HANLEY, Jr.
Colonel, G.S.C.
Assistant Chief, Air Staff, A-4

mja

Dispatched

APR 4 1942

AAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Deaf of Staff	A.A.G.	A-1	A-2	A-3	A-4	A- W/D	A. Insp.	Budget	Sta-tistics

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752.1 China (49)

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HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

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DOO Hrs.

8 Jan & 20 June 1974
By: PLK/MLC Date: 10/7/76

March 22, 1942

SUBJECT: Changes in B-24 Airplanes

TO: The Commanding General, Army Air Forces

1. In accordance with your verbal directive to expedite required changes on remainder of Halpro aircraft, I have secured a list of changes desired, which is concurred in by Colonels Haines and Halverson.

2. I have directed the Materiel Command to make these changes in 34 B-24 airplanes with the least practicable delay; such changes have already been incorporated in 3 planes. I have designated the 34 planes off the production line starting approximately with factory No. 83 just now produced, since with that number the major changes required will have been incorporated in planes coming off the production line and this method offers the most expeditious manner of acquiring the changed aircraft.

3. These planes will pass from the factory through Tucson to Mobile, where final adjustments will be made and they will be ready for delivery to Halpro.

4. Only two items of changes remain in doubt: the gun installation and the Honeywell flight control. Decision is to be made at Tampa this date by Colonels Haines and Halverson, and I am to be informed by telephone.

Muir S. Fairchild

Eq. Army Air Forces
MAR 24
AAG RECEIVED

MUIR S. FAIRCCHILD,
Brigadier General, U.S.A.,
Director of Military Requirements.

[Handwritten initials]

3/25/42

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As in AG 4571, 1 Change (48)

315

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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DD Form 136
1 Jun 54 (Rev 1946)

By: *MAJ/K* AC; Date: *10/17/76*

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File No.:

Tally No. AAF:

SUBJECT: 22 Cadet Pilots Graduating in March.

NO.	FROM	TO	DATE	COMMENTS	l-hcw
1.	AFFMP	AFCAS	1942 3/24	<p>In compliance with paragraph 3, Directive Memo for the Director of Personnel, dated March 20, 1942, Subject: "22 Cadet Pilots Graduating in March", report is made herewith that the twenty-two pilots referred to in above-mentioned memo have been assigned as follows:</p> <p>57th Pursuit Group, Boston Municipal Airport.....12 33rd Pursuit Group, Philadelphia Municipal Airport.....<u>10</u> Total.....22</p> <p><i>[Signature]</i> C.P.B. C.P.B. R.N. Chief, Military Personnel Division, ODP</p>	<p><i>File 05 4528 / ODP</i></p> <p><i>(47)</i></p>

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DDO 1125
8 Jan & 20 June 1974
By ALAN W. JAC. DATA 10/17/76

22 Cadet Pilots Graduating in March.

1-hw

1. AFPMF AFMCS 1942
 3/24

In compliance with paragraph 3, Directive Memo for the Director of Personnel, dated March 20, 1942, Subject: "22 Cadet Pilots Graduating in March", report is made herewith that the twenty-two pilots referred to in above-mentioned memo have been assigned as follows:

57th Pursuit Group, Boston Municipal Airport.....	12
33rd Pursuit Group, Philadelphia Municipal Airport.....	10
Total.....	22

C.F.B.
Chief, Military Personnel Division, OMP

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~~SECRET~~ Director of Personnel - 3
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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON
DECLASSIFIED
DOO Hrs.
8 Dec. 4, 90 June 1989
By: *AV/LL/AC: Dora* *10714*

March 20, 1942

DIRECTIVE MEMO FOR THE DIRECTOR OF PERSONNEL:

SUBJECT: 22 Cadet Pilots Graduating in March.

(This Directive rescinds Directives Nos. 1-47, 4-39, AAG-45, and AAG-46)

1. The twenty-two (22) pilots now located at Kelly Field, attached to the Ferry Command for the purpose of ferrying P-40E airplanes from Takoradi to China will not be utilized for this purpose. It is therefore desirable that they be released and transferred for further training or for assignment to tactical units or for such other disposition as the Director of Personnel shall determine.

2. It is directed that the Director of Personnel take the necessary steps and issue the necessary orders so that the twenty-two (22) pilots above will be released and transferred from the Ferry Command for further training, or for assignment to tactical units, or for such other disposition as the Director of Personnel shall determine.

3. Report of action taken is directed.

By direction of the Chief of the Air Staff:

Nathan F. Twining
Nathan F. Twining,
Colonel, Air Corps,
Executive,
Office, Chief of the Air Staff.

DISTRIBUTION:
A-1
A-4
AG, AAF
Ferry Command

MFT/hd

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21-457621/4-2 *(97)*

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RECEIPT FOR SECRET OR CONFIDENTIAL DOCUMENT

SUBJECT: 22 Cadet Pilots Graduating in March.

Receipt is acknowledged of Dir. Memo -3 for
the Director of Personnel, subject _____
dated March 20, 1942.

Officer Rank

Office

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

AAF-3

14-4759, A. C.

Director of Personnel - 3

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED

1000 hrs.

9 Jan. & 20 June 1974

By AL 478 JAC/Don 101756

March 20, 1942

DIRECTIVE MEMO FOR THE DIRECTOR OF PERSONNEL:

SUBJECT: 22 Cadet Pilots Graduating in March.

(This Directive rescinds Directives Nos. 1-47, 4-39, AAG-45, and AAG-46)

1. The twenty-two (22) pilots now located at Kelly Field, attached to the Ferry Command for the purpose of ferrying P-40E airplanes from Takoradi to China will not be utilized for this purpose. It is therefore desirable that they be released and transferred for further training or for assignment to tactical units or for such other disposition as the Director of Personnel shall determine.

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3. Report of action taken is directed.

By direction of the Chief of the Air Staff:

Nathan F. Twining,
Colonel, Air Corps,
Executive,
Office, Chief of the Air Staff.

See 452.1 China 47

DISTRIBUTION:

A-1

A-4

AG, AAF

FERRY COMMAND QUARTERS - ARMY AIR FORCES - COORDINATION										
Chief of Staff	Sec 2 AAF Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WFD	A-imp.	Budget	Statistics
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AAF-26

Director of Personnel - 3

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DDO Hqs.
8 Jan. & 20 June 1974
By *AK/ML* J.C. Date *10/7/74*

March 20, 1942

DIRECTIVE MEMO FOR THE DIRECTOR OF PERSONNEL:

SUBJECT: 22 Cadet Pilots Graduating in March.

(This Directive revises Directives Nos. 1-47, 4-39, AAF-45, and AAF-46)

1. The twenty-two (22) pilots now located at Kelly Field, attached to the Ferry Command for the purpose of ferrying P-40E airplanes from Fokwang to China will not be utilized for this purpose. It is therefore desirable that they be released and transferred for further training or for assignment to tactical units or for such other disposition as the Director of Personnel shall determine.

2. It is directed that the Director of Personnel take the necessary steps and issue the necessary orders so that the twenty-two (22) pilots above will be released and transferred from the Ferry Command for further training, or for assignment to tactical units, or for such other disposition as the Director of Personnel shall determine.

3. Report of action taken is directed.

By direction of the Chief of the Air Staff:

Nathan F. Twining,
Colonel, Air Corps,
Executive,
Office, Chief of the Air Staff.

Dispatched
MAR 20 1942
* AAG

DISTRIBUTION:

- 4-1
- 4-4
- ✓ 25, AAF
- Ferry Command

Ferry Command has been notified.

NFT/hd

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Air No 452/China 47

**HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET**

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8 Jan. & 20 June 1984
By: [Signature]

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File No.
Tally No. AAF *A-From-5767*

**DECLASSIFIED
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SUBJECT: Pilot Replacements for China Theater.

NO.	FROM	TO	DATE	COMMENTS	AA/AS PGP:vn												
1	AA/AS	Director War Orgn. & Move.	1942 3-14	<p>I. Discussion.</p> <p>1. Material Being Sent to the AVG and the Chinese.</p> <p>Combat planes have been allotted to the Chinese as follows:</p> <table style="width: 100%;"> <tr> <td style="width: 50%;"><u>ALLOTTED</u></td> <td style="width: 50%;"><u>IN TRANSIT</u> (i.e. left U.S.)</td> </tr> <tr> <td>33 A-29's - China</td> <td></td> </tr> <tr> <td>51 P-40E's</td> <td>51 being flown from Takoradi.</td> </tr> <tr> <td>144 P-66's (including 65 P-66's to be returned by the Army Air Forces.)</td> <td>14 left Los Angeles early March by ship.</td> </tr> <tr> <td>108 P-43's</td> <td>58 on ships which left U.S. from January to early March & should begin arriving Karachi soon.</td> </tr> <tr> <td style="text-align: center;">336</td> <td style="text-align: center;">123</td> </tr> </table> <p>Of those not "In Transit" at least 50 more pursuits are about to sail and the ferrying of the 33 A-29's will start shortly. The balance are being manufactured, assembled or, in the case of the 65 P-66's, being returned for reworking and delivery.</p> <p>The above program thus contemplates approximately 173 pursuit planes and 33 light bombers being on their way to the AVG and the Chinese over the coming months with arrivals at destination to commence soon. Spares are also on the way or ordered.</p> <p>2. Personnel.</p> <p>33 U. S. Army officer pilots, 33 crew chiefs, 3 flight chiefs and 6 instructors are being trained at the Lockheed Corporation Plant at Burbank, California, for the purpose of flying the above 33 A-29's to China, the assembling of which is being completed there. This detachment is under the command of Lt. Colonel Leo H. Dawson and is attached to the Ferrying Command for the movement. It is expected to be ready late in March. Upon arrival in China the detachment is to deliver the</p>	<u>ALLOTTED</u>	<u>IN TRANSIT</u> (i.e. left U.S.)	33 A-29's - China		51 P-40E's	51 being flown from Takoradi.	144 P-66's (including 65 P-66's to be returned by the Army Air Forces.)	14 left Los Angeles early March by ship.	108 P-43's	58 on ships which left U.S. from January to early March & should begin arriving Karachi soon.	336	123	
<u>ALLOTTED</u>	<u>IN TRANSIT</u> (i.e. left U.S.)																
33 A-29's - China																	
51 P-40E's	51 being flown from Takoradi.																
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336	123																

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Page No. 1 *China 46*

**HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET**

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000 000
8 Jan. & 20 June 1984
By: [Signature]

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File No.
Tally No. AAF

**DECLASSIFIED
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SUBJECT: Pilot Replacements for China Theater

NO.	FROM	TO	DATE	COMMENTS	AA/AS PGP:vn								
1	AA/AS	Director War Orgn. & Move.	1942 3-14	<p>planes to the AVG and report to the Commanding General of the 10th Air Force in India, thus constituting an addition to the pilot strength of the 10th Air Force of (including Lt. Colonel Dawson) 34 U. S. Army pilot officers. The 33 pilots are cadets who graduated as follows:</p> <table style="width: 100%;"> <tr> <td>January</td> <td style="text-align: right;">15</td> </tr> <tr> <td>February</td> <td style="text-align: right;">15</td> </tr> <tr> <td>March</td> <td style="text-align: right;">3</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: 1px solid black;">33</td> </tr> </table> <p>The P-40E's are being flown from Takoradi to the Chinese as follows (subject to possible increase of PAA pilots):</p> <p>17 PAA pilots.</p> <p>12 Chennault pilots who have proceeded from the China Theater for the purpose.</p> <p>22 U. S. Army pilots (plus Capt. Albert J. Baumlér) who are being selected by the Ferry Command from the Air Force and attached to it for the purpose. Of these, 7 and Capt. Baumlér have already left by Clipper for Takoradi. The remainder are in process of being selected.</p> <p>After delivering the P-40E's to the China Theater, these 22 pilots and Capt. Baumlér are to report to the Commanding General of the 10th Air Force, thus constituting an addition of 23 pilots to the pilot strength of the 10th Air Force.</p> <p>According to present arrangements Chennault or Chinese pilots are to fly the P-66's and the P-43's from where they are erected (presumably Karachi) to the China Theater.</p> <p>The grand total of pilots to be added to the 10th Air Force as a result of the above is, therefore, 57, all of whom as now planned will report to the 10th Air Force. This should be completed not later than April.</p> <p>3. Replacements for the AVG.</p> <p>a. <u>January, February, March, 1942.</u></p> <p>For some months induction of the AVG in the United</p>	January	15	February	15	March	3		33	
January	15												
February	15												
March	3												
	33												

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Page No. 2

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: Pilot Replacement for China Theater.

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NO.	FROM	TO	DATE	COMMENTS	AAF/AS PGP:vn								
1	AAF C/AS	Director War Orgn. & Move.	1942 3-14	<p>States Army has been under discussion. The matter was held under abeyance after the Stilwell mission was determined upon. Paraphrase of his cable No. 339, AMMISCA, March 8, however, states, "Believe we can handle Channault matter satisfactorily, and within reasonable time AVG will be inducted. It is requested that you send a short message of appreciation for S/W to Chennault for his excellent work. This would help greatly." Induction therefore again appears to be a probability. If this is not effected, serious complications must be faced if U. S. Army pilots are expected to act as combat pilots with non-inducted AVG pilots.</p> <p>Under AAG Directive Memo 1-20, January 24, 1942, A-1 was directed to furnish fifteen (15) pilots per month as replacements to the AVG in China. Under Directive Memo 1-30, February 6, 1942, this regular allotment was increased to twenty-five (25) per month beginning with the March allotment.</p> <p>The total planned AVG replacements under this program for January, February and March is thus as follows:</p> <table style="margin-left: 40px;"> <tr><td>January</td><td>15</td></tr> <tr><td>February</td><td>15</td></tr> <tr><td>March</td><td>25</td></tr> <tr><td></td><td>55</td></tr> </table> <p>If the 57 pilots who are to report to the 10th Air Force should thus all be assigned to the AVG or the China Theater, they would only exceed the replacement program of January, February and March by 2. If more than 2 of the 57 pilots are not assigned to the China Theater, the AVG replacement program will be departed from accordingly.</p> <p>Thus the decision must be made as to whether or not these 57 pilots are to be left with the 10th Air Force or are to be assigned to the AVG or the China Theater.</p> <p><u>b. April and after.</u></p> <p>Commencing in April, according to the above directive, if no change is made, 25 replacements will be furnished</p>	January	15	February	15	March	25		55	
January	15												
February	15												
March	25												
	55												

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W-071, AC, Rev. 8/14/41

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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File No. _____
Tally No. AAF _____

SUBJECT: Pilot Replacements for China Theater.

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NO.	FROM	TO	DATE	COMMENTS	AAF/AS PGP:vn
1	AAF C/AS	Director War Orgn. & Move.	1942 3-14	<p>and sent to the AVG. A decision must therefore be made as to whether or not the said 25 replacements are to be sent to the AVG from April on as provided in the said directives or whether new plans should be formulated.</p> <p><u>II. Action To Be Taken.</u></p> <p>1. The Director of War Organization and Movement is directed to coordinate with Plans, the Director of Military Requirements and with the Ferrying Command so as to formulate a plan for the assignment of the above 57 pilots upon their arrival in China, as well as for the 25 replacement pilots planned for each month commencing with April. This plan should include recommendations as to whether or not the number of monthly replacements commencing in April should be left at 25 or increased or decreased, and should specify the minimum and maximum requirements for training for any replacement pilots sent.</p> <p>2. In formulating the above plan all of the factors herein above set forth should be taken into consideration, as well as,</p> <ul style="list-style-type: none"> a. Status of the AVG Group and possible induction. b. Plans for the 10th Air Force. c. Plans for Halpro. d. Plans for Aquila. e. Planes and personnel being transferred from ABDA. f. Any additional plans for operations in China, India or Burma. g. U. S. Army pilot training program. <p>3. The Director of War Organization and Movement is further directed to investigate and obtain a report from Lt. Colonel Leo H. Dawson with respect to suitability of the 33 A-29 planes for ferrying to China after their completion and whether or not the 33 pilots assigned for this movement have received adequate transition training for such movement. He is further directed</p>	

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W-071, AC, Rev. 8/14/41

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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Tally No. AAF.....

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SUBJECT: Pilot Replacements for China Theater.

NO	FROM	TO	DATE	COMMENTS	AAF/AS FGP:vn
1	AAF C/AS	Director War Cran & Move.	1942 3-14	to coordinate with plans of the Director of Military Requirements, the Ferrying Command and the Flight Training Command with respect thereto. For the Chief of the Air Staff: <i>N. Twining</i> NATHAN F. TWING, Colonel, Air Corps, Secretary of Air Staff.	

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

Page No. 5

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DDO Hqs.

8 Jan 6 20 June 1976

By _____
AC Date _____

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File No. _____

Tally No. AAF _____

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

SUBJECT: Pilot Replacements for China Theatre

NO.	FROM	TO	DATE	COMMENTS
2	Dir. War Orgn & Move.	AAF C/AS	1942 3-21	<p>I. Discussion:</p> <p>1. Paragraph 3 a above states that directives have been issued requiring certain monthly replacements for the AVG in China. However, no action has been taken to effect these replacements apparently due to uncertain status of the AVG. Any commitments which may have been made as to replacements for the AVG are unknown. It is highly undesirable to assign personnel of the Army Air Forces to this unit until such time as the personnel of this unit have been inducted for various reasons. The difference in pay of personnel with the AVG and the Army Air Forces is considerable and this in itself would, to say the least, not be conducive to the high morale required of a Combat Unit. Replacements for this unit in its present status are a very difficult problem. The assignment of the pilots of the Dawson flight to the AVG would result in a training problem for the AVG as all the pilots except Colonel Dawson are entirely inexperienced in Pursuit.</p> <p>2. In connection with paragraph 3 basic, Lt. Colonel Dawson states that practically no training of crews has been conducted inasmuch as only three planes have been received and that he estimates that he will not be ready to depart the United States prior to April 15th due to the necessity for transition training of all crews as they are recent graduates with no experience in this type equipment. Colonel Dawson further stated that preliminary tests indicated that the A-29 would have sufficient fuel for the flight across the South Atlantic. Colonel Dawson desires to use Lowry Field, Colorado as a base from which to train this detachment. In this connection Col. Dawson</p> <p>(continued)</p>

4521 China 46

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Page No. _____

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4521 China 46

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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File No.

Tally No. AAF

SUBJECT: Pilot Replacements for China Theatre

NO.	FROM	TO	DATE	COMMENTS
(continued)				AFROM JMA:rlc
2	Dir War Orgn & Move.	AAF C/AS	1942 3-21	<p>contacted General Curry and the General approved this plan. It is understood that General Curry is assuming command of the Technical Training Command in this area.</p> <p>3. In view of the very limited experience of the pilots on the Dawson flight it is considered inadvisable for this flight to proceed across the South Atlantic with First Pilots of such limited experience. Even if considerable time is taken for transition flying it is not believed that they will have sufficient experience to fly an airplane of this type on such a mission. It must be borne in mind that a flight of this character will undoubtedly involve considerable instrument flying, especially across the South Atlantic, and inasmuch as there will be only one pilot per plane, coupled with the fact that he is inexperienced, the present plan for delivery of these planes is not believed advisable. Lt. Colonel Mosley of the Ferry Command states that the Ferry Command can furnish approximately ten (10) First Pilots and ten (10) Navigators for the flight from Natal to Africa. This would provide reasonable assurance of safe delivery of the planes over the most hazardous part of the trip.</p> <p>4. Major Penoyer advises that Colonel Mosley of the Ferry Command, stated on March 18th that the twenty-two (22) pilots to ferry the P-40E's from Takoradi are not to be U. S. Army pilots (except Captain Bauml) but are being selected from the air lines. He also stated that they are to be used as ferry pilots <u>only</u> and were to return to the United States upon completion of their mission. Therefore, Captain Bauml, only, of this flight, is to be considered for assignment to 10th Air Force or AVG.</p> <p style="text-align: right;">(continued)</p>

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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File No.

Tally No. AAF

SUBJECT: Pilot Replacements for China Theatre

NO.	FROM	TO	DATE	COMMENTS
(Continued) 2	Dir. War Orgn & Move.	AAF C/AS	1942 3-21	<p style="text-align: right;">AFROM JHA:rlc</p> <p>5. Action has been taken to designate the Dawson Flight as "Air Force Detachment, Tenth Air Force" for administrative purposes until the flight arrives at its destination where it is to be disbanded.</p> <p>II. Recommendations:</p> <p>1. It is recommended that First Pilots and Navigators for this flight be provided by the Ferry Command for the flight across the South Atlantic from Natal to Africa.</p> <p>2. That the thirty-four (34) pilots in the Dawson flight (including Col. Dawson) and Captain Baumlcr of the Baumlcr flight, a total of thirty-five (35) pilots, and all other personnel of the Dawson flight be assigned to the 10th Air Force upon completion of their mission.</p> <p>3. That replacement pilots for the AVG come from civilian sources and not from personnel of the Army Air Forces if replacements must be made in this organization.</p> <p>4. That if previous commitments as to replacements in the AVG have been made and these commitments cannot be met from civilian sources as indicated above that 34 pilots of the Dawson flight and Captain Baumlcr be assigned to the AVG upon completion of their mission and all other personnel of the flights be assigned to the 10th Air Force. That before this recommendation is approved, the desires of General Stillwell be obtained.</p> <p style="text-align: right;">(continued)</p> <p style="text-align: center;">SECRET DECLASSIFIED</p>

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HEADQUARTERS ARMY AIR FORCE
ROUTING AND RECORD SHEET

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Tally No. AAF

SUBJECT: Pilot Replacements for China Theatre

NO.	FROM	TO	DATE	COMMENTS
(Continued)				AFROM JHA:rlc
2.	Dir. War Orgn & Move.	AAF C/AS	1942 3-21	5. That present directives authorizing re- placements for AVG be rescinded provided no commitments have been made in this matter and that no replacements for AVG be considered until it is inducted.
	MAR 25 1942 AAF Head.			<div style="border: 1px solid black; padding: 2px; display: inline-block; transform: rotate(-15deg);">O.S.P.</div> O. S. PERSON Colonel, A.C. Dir. W. O. & M.
				For Central Files (5-24-72) [Handwritten initials] 5/28 S/LC

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9-4071, AC Rev. 11-2-61

Page No. 92

Air AT 452.1 China (46)

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DDO RPS

8 Jan. & 20 June 1974
By ML/K AC Date 10/7/74

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Pilot Replacements for China Theater.

1 AAF Director 1942 I. Discussion.
C/AS War 3-14
Orgn. &
Move.

1. Material Being Sent to the AVG and the Chinese.

Combat planes have been allotted to the Chinese as follows:

<u>ALLOTTED</u>	<u>IN TRANSIT</u> (i.e. left U.S.)
33 A-29's	51 being flown from Sakoradi.
51 P-40C's	14 left Los Angeles early March by ship.
144 P-56's (including 65 P-56's to be returned by the Army Air Forces.)	58 on ships which left U.S. from January to early March & should begin arriving Karachi soon.
108 P-43's	

336

183

Of these not "In Transit" at least 50 more pursuits are about to sail and the ferrying of the 33 A-29's will start shortly. The balances are being manufactured, assembled or, in the case of the 65 P-56's, being returned for reworking and delivery.

The above program thus contemplates approximately 178 pursuit planes and 33 light bombers being on their way to the AVG and the Chinese over the coming months with arrivals at destination to commence soon. Spares are also on the way or ordered.

2. Personnel.

33 U. S. Army officer pilots, 33 crew chiefs, 3 flight chiefs and 6 instructors are being trained at the Lockheed Corporation Plant at Burbank, California, for the purpose of flying the above 33 A-29's to China, the assembling of which is being completed there. This detachment is under the command of Lt. Colonel Lee H. Bowen and is attached to the Ferrying Command for the movement. It is expected to be ready late in March. Upon arrival in China the detachment is to deliver the

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Pilot Replacements for China Theater

- 1 AAF Director 1948 planes to the AVG and report to the Commanding General of the
 C/AS WAF 3-14 10th Air Force in India, thus constituting an addition to the
 Orgn. A pilot strength of the 10th Air Force of (including Lt. Colonel
 Howe. 23 U. S. Army pilot officers. The 33 pilots are
 cadets who graduated as follows:
- | | |
|----------|----|
| January | 15 |
| February | 15 |
| March | 15 |
| | 15 |

The P-40B's are being flown from Takoradi to the Chinese as follows (subject to possible increase of PAA pilots):
 17 PAA pilots.

12 Chennault pilots who have proceeded from the China Theater for the purpose.

23 U. S. Army pilots (plus Capt. Albert J. Baumler) who are being selected by the Ferry Command from the Air Force and attached to it for the purpose. Of these, 7 and Capt. Baumler have already left by Clipper for Takoradi. The remainder are in process of being selected.

After delivering the P-40B's to the China Theater, these 22 pilots and Capt. Baumler are to report to the Commanding General of the 10th Air Force, thus constituting an addition of 23 pilots to the pilot strength of the 10th Air Force.

According to present arrangements Chennault or Chinese pilots are to fly the P-56's and the P-43's from where they are created (presumably Karachi) to the China Theater.

The grand total of pilots to be added to the 10th Air Force as a result of the above is, therefore, 57, all of whom as now planned will report to the 10th Air Force. This should be completed not later than April.

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3. Replacements for the AVG.

a. ~~JANUARY, FEBRUARY, MARCH, 1948.~~

For some months induction of the AVG in the United

Pilot Replacement for China Theater.

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1 AAF Director 1942 States Army has been under discussion. The matter was held
G/AS War 2-14 under abeyance after the Stilwell mission was determined upon
Cogn. & 2-14 on. Paraphrase of his cable No. 585, AMHISGA, March 8, however,
News. 2-14 states, "Believe we can handle Chennault matter satisfactorily,
and within reasonable time AVG will be inducted. It is re-
quested that you send a short message of appreciation for S/W
to Chennault for his excellent work. This would help greatly."
Induction therefore again appears to be a probability. If this
is not affected, serious complications must be faced if U. S.
Army pilots are expected to act as combat pilots with non-
inducted AVG pilots.

Under AAS Directive Memo 1-30, January 24, 1942, A-1
was directed to furnish fifteen (15) pilots per month as re-
placements to the AVG in China. Under Directive Memo 1-30,
February 6, 1942, this regular allotment was increased to
twenty-five (25) per month beginning with the March allotment.

The total planned AVG replacements under this program
for January, February and March is thus as follows:

January	15
February	15
March	25
	55

If the 57 pilots who are to report to the 10th Air
Force should thus all be assigned to the AVG or the China
Theater, they would only exceed the replacement program of
January, February and March by 2. If more than 2 of the 57
pilots are not assigned to the China Theater, the AVG replace-
ment program will be departed from accordingly.

Thus the decision must be made as to whether or not
these 57 pilots are to be left with the 10th Air Force or they
are to be assigned to the AVG or the China Theater.

b. April and after.

Commencing in April, according to the above direc-
tives, if no change is made, 25 replacements will be furnished

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Pilot Replacements for China Theater.

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1 AAF Director 1942 and sent to the AVG. A decision must therefore be made as to
G/AS War 2-14 whether or not the said 25 replacements are to be sent to the
Cogn. & 2-14 AVG from April on as provided in the said directives or whether
News. 2-14 new plans should be formulated.

II. Action To Be Taken.

1. The Director of War Organization and Movement is
directed to coordinate with Plans, the Director of Military
Requirements and with the Ferrying Command so as to formulate
a plan for the assignment of the above 57 pilots upon their
arrival in China, as well as for the 25 replacement pilots plan-
ned for each month commencing with April. This plan should
include recommendations as to whether or not the number of
monthly replacements commencing in April should be left at 25
or increased or decreased, and should specify the minimum and
maximum requirements for training for any replacement pilots
sent.

2. In formulating the above plan all of the factors herein
above set forth should be taken into consideration, as well as,

- a. Status of the AVG Group and possible induction.
- b. Plans for the 10th Air Force.
- c. Plans for Halpre.
- d. Plans for Aquila.
- e. Plans and personnel being transferred from AMDA.
- f. Any additional plans for operations in China,
India or Burma.
- g. U. S. Army pilot training program.

3. The Director of War Organization and Movement is fur-
ther directed to investigate and obtain a report from Lt. Colonel
Lee H. Dawson with respect to suitability of the 33 A-29 planes
for ferrying to China after their completion and whether or not
the 33 pilots assigned for this movement have received adequate
transition training for such movement. He is further directed

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8 Jan. & 20 June 1974
By ANZU AC Date 10-1-76

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Pilot Replacements for China Theater.

- 1 **AAF** **Director 1942** to coordinate with plans of the Director of Military
 G/AS **War 3-14** Requirements, the Ferrying Command and the Flight Training
 Orgn & Command with respect thereto.
 Move.

For the Chief of the Air Staff:

NATHAN F. TWINING,
Colonel, Air Corps,
Secretary of Air Staff.

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vtn. 2/26/42

MEMORANDUM TO CHIEF OF AIR STAFF

Subject: Ferrying of P-40 Aircraft to China

I. Discussion.

1. 51 P-40 airplanes now at TAKORADI AFRICA are being assembled for ferry to China.

2. Plans for this ferry job were arranged as follows based on 50 airplanes to be flown:

8 Air Corps Ferry Command pilots to ferry the first 8 airplanes assembled

20 AVG pilots to be furnished by Col. Chennault and ferried to TAKORADI

22 AVG pilots to be furnished soon thereafter for remaining airplanes

3. It now appears from information contained in a cable from Col. Chennault to Mr. Currie that the AVG will only be able to furnish 12 pilots for this mission.

4. 22 pilots of the March contingent of 25 for China will be available in the U. S. on March 6th.

5. The Ferry Command states that these pilots can be ferried from the United States to TAKORADI when they become available on March 6th providing A-4 furnishes a priority.

6. The Ferry Command further states that they can handle the ferrying of the last 9 airplanes from TAKORADI to China.

7. It is believed that this plan will furnish ferry pilots approximately at the rate of assembly of the aircraft at TAKORADI.

AAJ 452.1 China (44)

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AAJ 452.1 China (44)

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II. Action Recommended.

1. That A-1 be directed to issue the necessary orders for 22 pilots becoming available March 6 to report to the Air Corps Ferrying Command, at the time and place designated by the Ferrying Command, for transportation to TAKORADI.

2. That the Air Corps Ferrying Command be directed to transport 22 pilots from the United States to TAKORADI.

3. That the Air Corps Ferrying Command be directed to coordinate with A-1 of the Air Staff and inform A-1 of time and place these pilots are to be made available.

4. That the Air Corps Ferrying Command be charged with the responsibility of ferrying to China the last 9 P-40 airplanes to be assembled at TAKORADI.

5. That A-4 be directed to issue 1st priority to the AQFC for the movement of these 22 pilots to TAKORADI.

6. That Mr. Currie be informed of these arrangements.

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DDO WTS

March 7, 1942

8 Jan. & 20 June 1974
By: ALM/UC sc. Date: 10/7/74

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: India to China Transport Run.

1. The following information relative to the status of the transport run between India and China is furnished for your information. The data was furnished by Major Brewer of the Air Corps Ferry Command.

2. The Air Corps Ferry Command contemplates using seventy-five transport airplanes with three operating squadrons on this project. At present the line is not in operation due to the lack of sufficient airplanes.

3. The seventy-five transport planes are broken down by type as follows:

- 36 - C-47
- 24 - C-53
- 15 - DC-3

Ten of the C-53's are now being reworked at the Douglas factory. The fifteen DC-3's are in possession of the airlines. The first one of these planes will be taken from the airlines tomorrow, and one a day thereafter. These will be reworked by the Eastern Airlines shops at Atlanta. It is estimated that it will take ten days per plane for reworking.

4. The remaining C-53's and the C-47's are to be taken from production. The seventy-five planes to be placed on the run are estimated to depart from the United States in accordance with the following schedule:

- 18 - March
- 27 - April
- 18 - May
- 15 - June

Air 021 452.1 China (13)

HEADQUARTERS				ARMY AIR FORCES			COORDINATION					
Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A insp	Budget	S a	r	1, 5
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6. In addition, China National Air Service now has two DC-3's, and is receiving Lend-Lease airplanes as follows:

- 2 C-53 on hand
- 4 C-53 enroute
- 2 C-53 in April
- 2 C-53 in May
- 2 C-53 in July,

and two per month thereafter until there is a total of twenty-two C-53's there.

H. S. VANDENBERG,
Colonel, Air Corps.
Assistant Chief of the Air Staff, A-3

HEADQUARTERS			ARMY AIR FORCES				COORDINATION				
Chief of Staff	Sec'y of Staff	AAG	A1	A2	A3	A4	AWPD	Air. sp.	Budget	S. & T. S.	
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AAF/A-3
GMEC/3g
written 3/5/42

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000 hrs
8 Jan. & 20 June 1974
By SP1/LL IC Date 10/17/74

~~SECRET~~
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FOR.

4521 China
(12)

SUBJECT: Withdrawal of Pursuit Airplanes Western Theatre, AIRALS

TO: The Chief of the Air Corps. MAR 6 1942

1. Reference directive from this Headquarters, subject "P-66's for Chinese Theatre", dated February 12, 1942, it is directed that the 43 P-66's now in units assigned to the Western Theatre not be withdrawn until P-38E's from production are furnished to replace them.

2. It is further directed that no P-43 airplanes be withdrawn from the Western Theatre until P-38E's are furnished to replace them and then only when the unit concerned has its full compliment of 80 airplanes.

3. This confirms instructions to the Air Service Command, Office, Chief of the Air Corps by telephone.

By Command of Lieutenant General ~~Amo~~

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

DISPATCHED
MAR 6 1942
AAG

RECEIVED Air Corps
MAR 6 1942
AAG BRIGBY

(P)

AIR STAFF COORDINATION			
C.O.A.S.	SECRETARY	A.A.G.	A-1

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4521 China (12)

SECURITY

Directive No. AAG-46

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DD FORM 1

8 Jan. & 20 June 1974

March 2, 1942 By W.H.H. LC Date 10/17/74

DIRECTIVE MEMO FOR: AAG

SUBJECT: Ferrying P-40 Airplanes to China.

1. The A-1 Division has been directed to furnish you the names of twenty-two pilots who will become available March 6th for ferrying P-40 airplanes under the Air Corps Ferrying Command from Takoradi to China. The Air Corps Ferrying Command is being directed to designate the time and place in the United States where these pilots will report for transportation to Takoradi.

2. It is directed that the twenty-two pilots above be assigned to the 10th Air Force Headquarters, Patterson Field, Ohio.

3. It is further directed that you obtain from the Air Corps Ferrying Command the time and place in the United States where these pilots should be made available for transportation to Takoradi.

4. It is further directed that you issue the necessary orders by radio for these pilots to report by air travel if available at the time and to the place designated and upon arrival thereof to be attached to the Air Corps Ferrying Command for this movement and to remain attached until airplanes have been delivered in China, after which all pilots will report to the Commander of the 10th Air Force in China, *for duty*.

5. Report of action taken is directed.

By direction of the Chief of the Air Staff:

Hq. Army Air Forces
MAR 4 1942
AAG RECEIVED

Dispatched
MAR 4 1942
AAG

Nathan F. Twining,
Lt. Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:

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A-2

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

Chief of Staff	A-3 Air Staff	ANPD A.I. O.	A-1	A-2	A-3	A-4	A-WPD	A-Insps	Budget	St. Clerk
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9 Jan. & 20 June 1984

10/17/76

HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

March 3, 1942.

SUBJECT: Ferrying P-40 Airplanes to China.

TO: Chief of the Air Corps.

1. Twenty-two pilots are to become available March 6th out of the regular March contingent of 25 pilots per month destined for the China Theater and are to be assigned to the 10th Air Force for duty overseas. These pilots will be ferried from the U. S. to Takoradi by the Air Corps Ferrying Command and they will ferry from Takoradi to China 22 out of a total of 51 P-40E airplanes now being assembled at Takoradi for delivery to China. These pilots will be attached to the Air Corps Ferrying Command temporarily for such movement, upon completion of which they will report to the Commander of the 10th Air Force in China for duty. They will be ordered by this Headquarters to report to a location to be designated by the Ferrying Command for the purpose of being ferried from the U. S. to Takoradi.

2. It is directed that the Air Corps Ferrying Command inform the Air Adjutant General immediately of the time and location these pilots are to be made available for transportation to Takoradi.

3. It is further directed that upon arrival at the above designated location these 22 pilots be attached to the Air Corps Ferrying Command for this movement and remain attached until such time as the airplanes have been delivered in China, when they will report to the Commander of the 10th Air Force in China.

4. It is further directed that you make necessary arrangements to transport these pilots from the United States to Takoradi.

Chief of Staff	Deputy Chief of Staff	A.G.	A-1	A-2	A-3	A-4	A-APP	A-INT.	Dist.	Dist.	Dist.
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5. It is further directed that you ferry from Takoradi to China the last nine (9) out of the total of fifty-one (51) P-40's being assembled at Takoradi.

6. Report of action taken is directed.

By command of Lieutenant General ARNOLD:

HENRY B. HOHMAN,
Captain, A. G. D.,
Assistant Air Adjutant General.

HEADQUARTERS ARMY AIR FORCES								COORDINATION			
Chief of Staff	Deputy Chief of Staff	A.G.	A-1	A-2	A-3	A-4	A-APP	A-INT.	Dist.	Dist.	Dist.

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DECLASSIFIED

Directive No. AAG-45

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

March 2, 1942

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DDO 8rs

8 Jan. & 20 June 1978
By: *MAC/KE* JC, Date: *10/17/78*

DIRECTIVE MEMO FOR: AAG

SUBJECT: Ferrying P-40 Airplanes to China.

1. It is directed that the following directive be issued to the Chief of the Air Corps:

"1. Twenty-two pilots are to become available March 6th out of the regular March contingent of 25 pilots per month destined for the China Theater and are to be assigned to the 10th Air Force for duty overseas. These pilots will be ferried from the U. S. to Takoradi by the Air Corps Ferrying Command and they will ferry from Takoradi to China 22 out of a total of 51 P-40E airplanes now being assembled at Takoradi for delivery to China. These pilots will be attached to the Air Corps Ferrying Command temporarily for such movement, upon completion of which they will report to the Commander of the 10th Air Force in China for duty. They will be ordered by the ~~Air Adjutant General~~ to report to a location to be designated by the Ferrying Command for the purpose of being ferried from the U. S. to Takoradi.

"2. It is directed that ^{immediately} the Air Corps Ferrying Command inform the Air Adjutant General of the time and location these pilots are to be made available for transportation to Takoradi.

"3. It is further directed that upon arrival at the above designated location these 22 pilots be attached to the Air Corps Ferrying Command for this movement and remain attached until such time as the airplanes have been delivered in China, when they will report to the Commander of the 10th Air Force in China.

"4. It is further directed that you make the necessary arrangements to transport the 22 pilots, above, from the United States to Takoradi.

"5. It is further directed that you ferry from Takoradi to China the last nine (9) out of the total of fifty-one (51) P-40's being assembled at Takoradi.

"6. Report of action taken is directed."

By direction of the Chief of the Air Staff:

Nathan F. Twining
Nathan F. Twining,
Lt. Colonel, Air Corps,
Secretary of the Air Staff.

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

March 2, 1942

DECLASSIFIED
000 hrs
8 Jan. & 20 June 1974
By ALM/MLC, Date 10/17/76

DIRECTIVE MEMO FOR: AAG

SUBJECT: Ferrying P-40 Airplanes to China.

1. It is directed that the following directive be issued to the Chief of the Air Corps:

"1. Twenty-two pilots are to become available March 6th out of the regular March contingent of 25 pilots per month destined for the China Theater and are to be assigned to the 10th Air Force for duty overseas. These pilots will be ferried from the U. S. to Takoradi by the Air Corps Ferrying Command and they will ferry from Takoradi to China 22 out of a total of 51 P-40E airplanes now being assembled at Takoradi for delivery to China. These pilots will be attached to the Air Corps Ferrying Command temporarily for such movement, upon completion of which they will report to the Commander of the 10th Air Force in China for duty. They will be ordered by the Air Adjutant General to report to a location to be designated by the Ferrying Command for the purpose of being ferried from the U. S. to Takoradi.

"2. It is directed that the Air Corps Ferrying Command inform the Air Adjutant General of the time and location these pilots are to be made available for transportation to Takoradi.

"3. It is further directed that upon arrival at the above designated location these 22 pilots be attached to the Air Corps Ferrying Command for this movement and remain attached until such time as the airplanes have been delivered in China, when they will report to the Commander of the 10th Air Force in China.

"4. It is further directed that you make the necessary arrangements to transport the 22 pilots, above, from the United States to Takoradi.

"5. It is further directed that you ferry from Takoradi to China the last nine (9) out of the total of fifty-one (51) P-40's being assembled at Takoradi.

"6. Report of action taken is directed."

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
			By direction of the Chief of the Air Staff:							
DISTRIBUTION:			DECLASSIFIED							
A-1 A-2			Nathan F. Twining							
A-3 A-4			Lt. Colonel, Air Corps,							
AHEAD AT			Secretary of the Air Staff,							
NFT/hd										

452.1 China 38

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

February 28, 1942

DECLASSIFIED
000 hrs
8 Jan. & 20 June 1974
By ALM/MLC, Date 10/17/76

DIRECTIVE MEMO FOR: A-1
A-4

SUBJECT: Ferrying P-40 Aircraft to China.

1. Twenty-two pilots will become available March 6th for ferrying P-40 airplanes under the Air Corps Ferrying Command from Takoradi to China.

2. It is directed that A-1 furnish the Air Adjutant General, as soon as possible, the names of the twenty-two pilots that will become available March 6th.

3. It is directed that A-4 issue first priority to the Air Corps Ferrying Command for the movement of these twenty-two pilots from the place designated by the Air Corps Ferrying Command in the United States to Takoradi.

4. 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.

Dispatched
FEB 27 1942
AAG

DISTRIBUTION:
A-2
A-3
AHEAD
AI

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
			By direction of the Chief of the Air Staff:							
DISTRIBUTION:			DECLASSIFIED							
A-1 A-2			Nathan F. Twining							
A-3 A-4			Lt. Colonel, Air Corps,							
AHEAD AT			Secretary of the Air Staff,							
NFT/hd										

452.1 China 37

SECRET
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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DDO 105
9 Jan. & 30 June 1974
By: *MAJ/USAC, Dams 181774*
FEB 27 1942

MEMORANDUM TO CHIEF OF AIR STAFF

Subject: Ferrying of P-40 Aircraft to China

I. Discussion.

1. 51 P-40 airplanes now at TAKORADI AFRICA are being assembled for ferry to China.
2. Plans for this ferry job were arranged as follows based on 50 airplanes to be flown:
 - 8 Air Corps Ferry Command pilots to ferry the first 8 airplanes assembled
 - 20 AVG pilots to be furnished by Col. Chennault and ferried to TAKORADI
 - 22 AVG pilots to be furnished soon thereafter for remaining airplanes
3. It now appears from information contained in a cable from Col. Chennault to Mr. Currie that the AVG will only be able to furnish 12 pilots for this mission.
4. 22 pilots of the March contingent of 25 for China will be available in the U. S. on March 6th.
5. The Ferry Command states that these pilots can be ferried from the United States to TAKORADI when they become available on March 6th providing A-4 furnishes a priority.
6. The Ferry Command further states that they can handle the ferrying of the last 9 airplanes from TAKORADI to China.
7. It is believed that this plan will furnish ferry pilots approximately at the rate of assembly of the aircraft at TAKORADI.

452-1 China 36



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II. Action Recommended.

1. That A-1 be directed to issue the necessary orders for 22 pilots becoming available March 6 to report to the Air Corps Ferrying Command, at the time and place designated by the Ferrying Command, for transportation to TAKORADI.
2. That the Air Corps Ferrying Command be directed to transport 22 pilots from the United States to TAKORADI.
3. That the Air Corps Ferrying Command be directed to coordinate with A-1 of the Air Staff and inform A-1 of time and place these pilots are to be made available.
4. That the Air Corps Ferrying Command be charged with the responsibility of ferrying to China the last 9 P-40 airplanes to be assembled at TAKORADI.
5. That A-4 be directed to issue 1st priority to the ACFC for the movement of these 22 pilots to TAKORADI. ✓
6. That Mr. Currie be informed of these arrangements.

H. L. GEORGE
for.
H. L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, AAFED

Approved: (2-27-42)
S/AS.

FEB 28 '42 AM



RECEIVED
AIR WAR PLANS DIV.

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452-1 China 36

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

Date 3/2/42

TO:

- Chief of the Army Air Forces
- C.G., Air Force Combat Command
- Chief of the Air Corps
- Chief of the Air Staff
- Secretary of the Air Staff
- A-1 Division
- A-2 Division
- A-3 Division
- A-4 Division
- Air War Plans Division
- Budget Section
- Medical Section
- Public Relations Section
- Statistics Section
- Director of Communications
- Inspector, Army Air Forces
- Military Director of Civil Aviation
- Adjutant General, Army Air Forces
- A.F. Files

*File -
 Directives have
 been issued on this
 project.*

FLK

AAF-570

DECLASSIFIED
DDO lrs

8 Jan & 20 June 1974
By MAJIS/C. D. Smith

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED

FEB 26 1942

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

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: 33 A-29's to be ferried for delivery to China.

I. Discussion.

1. 33 A-29 light bombers are about to be delivered by the Lockheed Corporation at Burbank, California, to be ferried to the China Theater. These aircraft are Defense Aid Materiel, and when they arrive in the China theater are to be turned over to the Chinese.
2. Lt. Colonel Leo H. Dawson now assigned to the Tenth Air Force Headquarters, Patterson Field, Ohio, is available to command the ferry flight of these airplanes to China.
3. 33 United States Army pilots are now being given A-29 training by the Air Corps Ferrying Command at Morrison Field, West Palm Beach, Florida, and will ferry these airplanes to China.
4. 33 Maintenance personnel have been assembled and are being ordered to Lockheed Corporation on temporary duty in order to become familiar with these planes and act as crew chiefs and maintenance personnel during the ferrying of these aircraft. Orders for this personnel to proceed overseas remain to be issued.
5. Six instructors are being sent to Patterson Field and assigned to duty with the Tenth Air Force Headquarters to be trained as instructors in the following subjects:
 - (a) A-29 navigation instruments.
 - (b) Bombs, bomb racks, bomb release equipment.
 - (c) A-29 radio equipment.
6. Lt. Colonel Dawson who is now at Burbank, California, at the Lockheed factory monitoring the delivery of these airplanes has stated that he desires that 3 enlisted flight chiefs be added to this personnel.

45 21 China (S)



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7. The Air Corps Ferrying Command has been directed to provide PAA pilot navigators for the South Atlantic hop for each of these 33 planes. 7

8. As soon as the pilots have completed their instruction training at Morrison Field, they should be ordered to March Field to make delivery of the planes when ready.

9. In order that this flight may be properly organized for the flight to China and in order that it may proceed with the maximum degree of safety, it is considered desirable that it proceed as a unit under the command of Lt. Colonel Dawson.

II. Action Recommended.

1. That a directive be issued, naming this group as a detachment of the Tenth Air Force Headquarters and designating Lt. Colonel Leo H. Dawson as Commander of this detachment with orders to deliver these airplanes to China and then report with his personnel to the Commander of the Tenth Air Force in India. It will be noted that this detachment is being employed merely as a vehicle for transporting these Hudson Lockheeds to China.

2. That this detachment when formed be attached to the Air Corps Ferrying Command for this movement.

3. That 33 maintenance personnel ordered to Lockheed Corporation on temporary duty be assigned to the detachment Tenth Air Force to accompany the flight overseas.

4. That orders be issued to the Commanding Officer, Tenth Air Force, to assign the 6 instructors now at Patterson Field to this detachment of the Tenth Air Force and direct them to proceed to the Lockheed factory, Burbank, California, reporting to Air Corps Representative at Lockheed Corporation upon arrival, to receive instructions and proceed overseas as members of this detachment.

5. That orders be issued for 3 enlisted flight chiefs to be assigned to this detachment of the Tenth Air Force and proceed to the Lockheed Factory, Burbank, California, reporting to the Air Corps factory representative at Lockheed Corporation upon arrival.

6. That Paragraph 4 of Directive AAG-11, February 6, 1942, be amended as follows:

(Instructions contained in paragraph 4 are hereby cancelled.)

7. That the Air Corps Ferrying Command be fully informed of these arrangements in order that they may order the pilots to the Lockheed factory at the proper time and coordinate the movement of this unit.

DECLASSIFIED for

M. George
H. L. GEORGE
Col. Air Corps

~~SECRET~~-2-

stant Chief of the Air Staff, A-WPD 35
65 22 452-1000

~~SECRET~~
DECLASSIFIED

AAF/A-2
LPO/mb
(Wtn 2/17/42)

FEB 17 1942

DECLASSIFIED
500 hrs.
8 Jan. & 20 June 1974
By: AWD/KAC Date: 10/27/76

MEMORANDUM FOR: General Arnold.

SUBJECT: Further Information Regarding British Air Forces
In and On the Way to Burma.

1. On Hand:

74 Hurricanes
7 Buffaloes
27 Blenheims
10 Hudsons

2. As reported in our memorandum of February 16th, the following remain the same:

20 Hurricanes arriving February 15th by air.
45 Hurricanes arriving February 28th by sea.
2 Squadrons (26), plus ground crews, have just started and should be there in a week (by air).
6 Squadrons of Blenheims to go at future date.
6 Squadrons of Buffalo fighters to go at future date.

452.1
O'Brien
33
B

Hq. Army Air Forces
Feb 17 1942
AAG RECEIVED
To Gen. Arnold

MARTIN F. SCANLON
Brigadier General, U. S. Army
Assistant Chief of the Air Staff, A-3

HEADQUARTERS—ARMY AIR FORCES—COORDINATION									
DATE	BY	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-10	REMARKS
									DECLASSIFIED

11-2/3/6

~~SECRET~~

DECLASSIFIED

FEB 16 1942

DECLASSIFIED
500 hrs.
8 Jan. & 20 June 1974
By: AWD/KAC Date: 10/27/76

BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR STAFFS
DATE INITIALS

MEMORANDUM FOR: General Arnold

SUBJECT: Additional English Planes at or on way
to Burma.

1. It is reported as follows:

20 Hurricanes arriving February 15th by air.
45 Hurricanes to arrive February 28th by sea.
2 Squadrons (26), plus ground crews, have just started and should be there in a week (by air).
6 Squadrons of Blenheims to go at future date.
6 Squadrons of Buffalo fighters to go at future date.

452.1
O'Brien
33

MARTIN F. SCANLON
Brigadier General, U. S. Army
Assistant Chief of the Air Staff, A-3

FEB 16 1942

File only - carried by hand

HEADQUARTERS—ARMY AIR FORCES—COORDINATION									
DATE	BY	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-10	REMARKS
									DECLASSIFIED

11-2/3/6

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AAF/A-3
CMoC/3g
written 2/11/42

DECLASSIFIED
DOO hrs
8 Jan & 20 June 1974
By ADJ/AG, Date 10/17/74

FEB 18 1942

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

SUBJECT: Chinese Project.
TO: The Chief of the Army Air Corps.

1. Thirty-three Lockheed Hudson A-29 airplanes are being furnished to the Chinese Government.
2. It is directed that any of these airplanes damaged prior to leaving the United States be replaced by those allocated to the Army Air Forces.
3. This confirms instructions transmitted to the Air Service Command by telephone.

452.1 China (32)

By Command of Lieutenant General Arnold

Dispatched
FEB 18 1942
AAQ
JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

Hq. Army Air Forces
FEB 16 1942
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AIR STAFF COORDINATION										
C. of A.S.	SECRETARY	A.A.G.	A-1	A-2	A-3	A-4	ASST. DIR.	INSP.	BUDGET	STATISTICS
	WJF									
DECLASSIFIED										

air 452.1 China (32)

~~SECRET~~
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AAF/A-3
CMoC/3g
written 2/11/42

DECLASSIFIED
DOO hrs
8 Jan & 20 June 1974
By ADJ/AG, Date 10/17/74

FEB 18 1942

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

SUBJECT: 5 C-47 Transports for Chinese Theater.
TO: The Chief of the Air Corps

1. It is directed that the next 5 C-47 transport type airplanes from February production, after 6 have been furnished the Air Corps Ferrying Command, and 2 have been furnished for shipment to "K", be assigned and delivered to the 10th Air Force at Fairfield, Ohio for service in China.
2. It is further directed that the 50% allotment of spares for subject airplanes, be prepared for immediate shipment to a port of embarkation to be designated later by the Commanding Officer of the 10th Air Force or by this Headquarters.
3. This confirms instructions transmitted to the Air Service Command, OACG, by telephone.

452.1 China (31)

By Command of Lieutenant General Arnold

Hq. Army Air Forces
FEB 16 1942
AAQ RECEIVED
JOHN B. COOLEY
Lt. Colonel, A. G. D.,
Assistant Air Adjutant General

AIR STAFF COORDINATION										
C. of A.S.	SECRETARY	A.A.G.	A-1	A-2	A-3	A-4	ASST. DIR.	INSP.	BUDGET	STATISTICS
	WJF									
DECLASSIFIED										

air 452.1 China (31)

AAF/A-4
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AAF/A-4/KS2

ten Feb. 11, 1942.

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SECRET	
BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES	
DATE	INITIALS

DECLASSIFIED
OOO ltr.

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

MEMORANDUM FOR: The Chief of the Air Corps
Attention: Assistant Chief, Air Service Command

SUBJECT: Shipment of Equipment to Rangoon.

1. Reference your memorandum, same subject, dated January 31, the following information is furnished.
2. With regard to shipment of additional maintenance supplies for Helpro Project, a study is now being processed in the staff for assignment of a Depot Group for that project. When approved, the movement orders will be issued for the Depot Group assigned.
3. With regard to equipment and supplies to AVG in China, 1st Ind. dated February 3, AAG to C/AC to letter dated January 22, file AG 452.1 China (11), subject "Spare Parts for China," directed the issue of necessary spare parts referred to in basic letter.

By command of Lieutenant General ARNOLD:

Hq. Army Air Forces

FCO 12
AAG RECEIVED

R. C. LEWIS
Major, Air Corps

Acting Assistant Air Adjutant General

Dispatched
FEB 16 1942
AAG

452.1 China (20)

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y 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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AAF-39

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See AG 452.1 China (20)

SECRET

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DDO Nrs

9 Sep. & 20 June 1974

REASON: Date 11/7/76

RECEIPT

DATE _____

SUBJECT: Shipment of Equipment to Rangoon.

Received from Headquarters, Army Air Forces memorandum, above subject.

OFFICER

RANK

OFFICE

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Am 4521 (20)

February 10, 1942.

NOTE FOR RECORD: (Attention General Arnold, AAF)

Subject: P-40s for Chennault.

1. Reference attached letter from Lauchlin Currie, Administrator Assistant to the President, February 3, 1942, above subject—matter was taken up by telephone with Mr. Currie. He was advised that it was inexpedient to follow his suggestion to trade the American P-40E's for a similar number of British P-40D's for the following reasons:

a. Chennault will need the additional fire power of the E's.

b. The injection of the British into the picture would most probably result in complications and delays.

c. The condition and status of the P-40's in Cairo is indefinite.

2. Since Chennault's pilots are ferrying most of the planes from Takoradi, it will be more satisfactory to stay with the original plan.

452.1 China
29

Clayton Bissell
CLAYTON BISSELL,
Colonel, U.S.C.

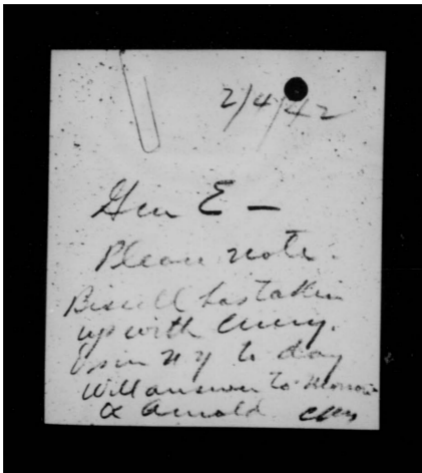
Inclosure:

Ltr. fr. Mr. Currie
(2-3-42) to Gen. Arnold

2/11/42
applied as above
MWD
above appl. shown to Col. Bissell
Wray

452.1 China 29

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24

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: Declass

Folder Title: 452.1 China (21)

Item(s) and Security Classification:

1. Letter, Currie to Arnold, 2/3/42, 1p., C.
Originating Agency: White House

PK

IMKP

Reviewer

1994

2/2/79

Date

85-57 (rev 4/90)

WAR DEPARTMENT
Chief of the Army Air Forces

Date 2/4/42

TO:

- Chief of Air Force Combat Command
- Chief of the Air Corps
- Chief of the Air Staff
- Secretary of the Air Staff
- Adjutant General, Army Air Forces

FOR:

- Comment or Concurrence
- Coordination
- Direct Reply
- Draft of Reply
- File
- Necessary Action
- Note and Return
- Preparation of Study
- Remark and Recommendation
- Your Information

REMARKS:

② Col. Bisell Room 2002

Return to Bisell

LSZ

ACTION DESIRED BY: _____

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

X-57-C, A.C.

14

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DDO Hqs.

8 Jan 4 20 June 1974

By AD/IC, Doss AD/IC

~~SECRET~~

Directive No. 3-51

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

February 11, 1942

DIRECTIVE MEMO FOR: A-3

Subject: Assignment of 17 P-43A Air-
planes to the Chinese Project.

1. It is directed that 17 P-43A airplanes be withdrawn from the AFCC and delivered by it to the Republic Plant to be put in first class condition and packed for overseas shipment for delivery to the Chinese Project. Originally 125 P-43A planes were assigned to the Chinese Project. Shortly after December 7, however, 17 of such planes were assigned to the AFCC. These 17 aircraft are being returned to Chinese agencies for reinforcement of the American Volunteer Group operating in Burma and China, and the above directed action will therefore be taken without delay.

2. It is further directed that a report of action taken be made to this office.

By direction of the Chief of Air Staff.

John Y. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

4521
China
28

Hq. Army Air Forces
Feb 11 1942
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- Col. Yanaman

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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
		FSP/rr								
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SECRET										

AAF-26

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Directive No. 3-50

DECLASSIFIED
DOD Sys.

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

8 Jan. & 30 June 1974
By: ALM/AG, DAW 10/1/76

February 11, 1942

DIRECTIVE MEMO FOR: A-5

Subject: 5 C-47 Transports for China Theater.

1. It is directed that the 5 big-door C-47 transports with crews be assigned without delay to the 10th Air Force, Fairfield, Ohio, for service in China.

2. It is further directed that the 50% allotment of spares for such planes be prepared for immediate shipment to a port of embarkation as may be later designated by the Commanding Officer of the 10th Air Force or by this office.

By direction of the Chief of Air Staff.

John Y. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

4521
China
27

DISTRIBUTION:

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FEB 11 1942
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HEADQUARTERS-ARMY AIR FORCES - COORDINATION										
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Ins.	Budget	Statistics
		PGY/rr								

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Directive No. 3-48

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

DECLASSIFIED
DDO 073

9 Jan. & 20 June 1974

By 84118 J.C. Date 10/17

February 11, 1942

DIRECTIVE MEMO FOR: A-3

Subject: 33 A-29 Lockheed Hudson Planes to
be Delivered to Chinese Theater
of Operations.

1. It is directed that if any of the 33 Lockheed Hudson A-29's, which are about to be delivered by Lockheed at the Glendale factory to be ferried by the ACPG to the China Theater of Operations, have been damaged or are not available for such delivery, that other Lockheed Hudsons be provided from existing allocations to the United States Army to take their place so that no less than 33 Lockheed Hudsons shall be so delivered.

By direction of the Chief of Air Staff.

John Y. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

4521
Chambers
26

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- Col. York
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Hq. Army Air Forces

FEB 11 1942
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HEADQUARTERS--ARMY AIR FORCES--COORDINATION										
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insps	Insps	St. Lacks
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AAF-20

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DDO Hqs.

8 Jan. & 20 June 1974

By AW/11A LC, Date 10/17/74

(Air AG)

February 12, 1942

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

SUBJECT: Transport of Spare Parts and Supplies from Takoradi to China Theatre.

TO: The Chief of the Air Corps.

1. It is directed that, upon their arrival in Takoradi, the three C-53 transports which are to be flown by the Air Corps Ferrying Command to the China Theatre, be loaded to capacity with P-40 spare parts and supplies now due at Takoradi by cargo vessel and destined for Chennault in the China Theatre.

2. The spare parts above referred to are for P-40 airplanes which are now in the possession of, or will be sent to Chennault and are urgently needed by him for use in the China Theatre. Two of the said C-53 transports are about to depart from Miami to be flown by Chinese National Airways pilots and the third C-53 is at Las Vegas ready to proceed to the Chinese Theatre. All three of such transports are to proceed to China under control of the Air Corps Ferrying Command.

3. It is further directed that this matter be coordinated with A-4 and that a report of action taken be made to this office.

By command of Lieutenant General ARNOLD:

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

*Copy furnished:
 5/A 5
 A/4*

REC 22 1942
 AAG

HEADQUARTERS		ARMY AIR FORCES				COORDINATION				
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Sta-tistics
	Div. #10 AAG-14									

AAF-39

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Directive No. AAG-14

DECLASSIFIED
DDO lrs.

9 Jan. 20 June 1976
By: *ALB/AGC, Date: [initials]*

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

February 11, 1942

DIRECTIVE MEMO FOR: Air Adjutant General

SUBJECT: Transport of Spare Parts and Supplies from
Takoradi to China Theatre.

1. The following directive will be sent to the Office,
Chief of the Air Corps ~~for the attention of the Air Corps Ferrying
Command.~~

upon their arrival in Takoradi;
"1. It is directed that the three C-53 transports which are
to be flown by the Air Corps Ferrying Command to the China
Theatre, upon their arrival in Takoradi, shall be loaded to
capacity with P-40 spare parts and supplies now due at Takoradi
by cargo vessel and destined for Chennault in the China Theatre.

"2. The spare parts above referred to are for P-40
airplanes which are now in the possession of, or will be sent
to Chennault and are urgently needed by him for use in the
China Theatre. Two of the said C-53 transports are about to
depart from Miami to be flown by Chinese National Airways pilots
and the third C-53 is at Las Vegas ready to proceed to the Chinese
Theatre. All three of such transports are to proceed to China
under control of the Air Corps Ferrying Command.

"3. It is further directed that this matter be coordinated
with A-4 and that a report of action taken be made to this
office."

2. This directive will be monitored by the A-4 Division, *Am Staff*

By direction of the Chief of the Air Staff.

DISTRIBUTION:

- A-1
- A-2
- A-3 Hd. Army Air Forces
- A-4 FEB 11 1942
- AIR-CD AAG RECEIVED
- AI
- Col. Vanaman
- Col. York
- File Copy

[Handwritten Signature]
Col. J. York, Sr.,
Colonel, Air Corps,
Secretary of the Air Staff.

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~~SECRET~~

PGF/hd

AAG/507
on 08/23/1 China (35)

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~~SECRET~~ ~~SECRET~~ No. AAG-14

DECLASSIFIED
 DDU lrs.

9 Jan. & 20 June 1974

By 242/16 LC: Date 10/7/76

WAR DEPARTMENT
 HEADQUARTERS OF THE ARMY AIR FORCES
 WASHINGTON

February 11, 1942

DIRECTIVE MEMO FOR: Air Adjutant General

SUBJECT: Transport of Spare Parts and Supplies from
 Takoradi to China Theatre.

1. The following directive will be sent to the Office,
 Chief of the Air Corps for the attention of the Air Corps Ferrying
 Command.

"1. It is directed that the three C-53 transports which are
 to be flown by the Air Corps Ferrying Command to the China
 Theatre, upon their arrival in Takoradi, shall be loaded to
 capacity with P-40 spare parts and supplies now due at Takoradi
 by cargo vessel and destined for Ghanamult in the China Theatre.

"2. The spare parts above referred to are for P-40
 airplanes which are now in the possession of or will be sent
 to Ghanamult and are urgently needed by him for use in the
 China Theatre. Two of the said C-53 transports are about to
 depart from Miami to be flown by Chinese National Airways pilots
 and the third C-53 is at Las Vegas ready to proceed to the Chinese
 Theatre. All three of such transports are to proceed to China
 under control of the Air Corps Ferrying Command.

"3. It is further directed that this matter be coordinated
 with A-4 and that a report of action taken be made to this
 office.

2. This directive will be monitored by the A-4 Division.

HQ. ARMY AIR FORCES

FEB 11 1942

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By direction of the Chief of the Air Staff.

DISTRIBUTION:

A-1

A-2

A-3

A-4

AI

Col. Vonaman

Col. York

File Copy

John I. York, Jr.,

Colonel, Air Corps,

Secretary of the Air Staff.

		REPLY TO THE SECRETARY OF THE AIR STAFF										Total	
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10-11-A

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452.1 China 25

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BY AUTHORITY OF THE
CHIEF, OF THE ARMY AIR FORCES
DATE INITIALS

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GDD/MS

(AIR AG)

9 Jan. 4 20 June 1974
By AN/HR 16 Dec 1974

February 23, 1942.

SUBJECT: U. S. Oxygen equipment in 33 Lockheed Hudson A-29
planes for China.

TO: The Chief of the Air Corps.

1. Reference is made to letter from this office to you,
Air AG. 452.1 China (24), February 12, 1942, above subject.
2. Paragraph 3 of that letter is changed to read as
follows:

"It is further directed that Mark IX bomb
sights be provided for these planes."

By command of Lieutenant General ARNOLD:

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

452.1 China (24) B

Dispatched
FEB 24 1942
AAG

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

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air ag 452.1 China (24) B

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Directive No. AAG-15A

DECLASSIFIED
OOD Mrs.

9 Jan & 20 June 1974
By ALAN L. C. DATE Date 10/17/74

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

February 23, 1942

DIRECTIVE MEMO FOR: Air Adjutant General

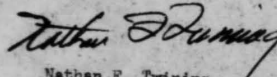
Subject; U. S. Oxygen Equipment in 33 Lockheed Hudson A-29 Planes for China.

1. The following change in Directive No. AAG-15, February 11, 1942, will be sent to the Chief of the Air Corps:

"1. It is directed that Paragraph 3 of the directive dated February 12, 1942 to the Chief of the Air Corps, above subject, be changed to read as follows:

"3. It is further directed that Mark IX bomb sights shall be provided for these planes."

By direction of Chief of Air Staff.



Nathan F. Twining,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

DISTRIBUTION:

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- AI

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AAG/822

Att. No. 452.1 China (24) B

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

Date 3/5/42

TO:

- Chief of the Army Air Forces
- C.G., Air Force Combat Command
- Chief of the Air Corps
- Chief of the Air Staff
- ~~Secretary of the Air Staff~~ *RC!*
- 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. York

*Major Penoyer
has copy. File*

RC!

~~R.C.R.~~

R. C. LEWIS
Major, Air Corps
Acting Ass't Air Adjutant General

AAF-110

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON (Air AG)
DECLASSIFIED

~~SECRET~~
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
2/12/42 JSC
DATE INITIALS

DECLASSIFIED
000 HRS
8 Jan. & 20 June 1974
BY ALM LC: Davel

February 12, 1942

SUBJECT: U. S. Oxygen Equipment in 33 Lockheed Hudson A-29
Planes for China.

TO: The Chief of the Air Corps.

1. It is directed that U. S. oxygen equipment be installed upon 33 Lockheed Hudson airplanes about to be delivered by Lockheed at the Glendale factory to be ferried to AVG in the China Theatre.
2. It is further directed that oxygen masks be provided on the said airplanes for all stations.
3. It is further directed that ~~Sherry~~ bomb sights be provided for these planes. MARK IS A
4. It is directed that twice the regularly established British allotment of spare parts for each such plane be made available for the thirty-three A-29 airplanes and forwarded by the most expedient means to the China Theatre via India. These spare parts will be given priority over the spare parts for the Lockheed Hudson planes which have been allocated to the U. S. Army.
5. It is further directed that one Boulton-Paul turret be installed as expediently as possible on a Hudson Lockheed A-29 bomber to determine whether all necessary parts for the installation of such turrets on planes in the U. S. have been received. Four of the turrets have been received at the Glendale Lockheed Factory and 12 or 14 more are reported to be in New York about to be shipped to Lockheed. The British representative at the Lockheed factory, as well as the Air Corps representative, stated that no such Boulton-Paul turret had ever been installed on a Hudson in the U. S.
6. It is further directed that, if it is found that the turret described above can be installed on an A-29 plane, all of the remaining



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available turrets be installed on such A-29 planes and the balance of the planes be completed as Americanized Lockheed Hudsons with British guns except for the turret and the .50 caliber gun.

7. It is directed that, if it is found that the turret can not be installed on the plane, all 33 of such planes be turned out as Americanized Lockheed Hudsons with British guns except for the turret and the .50 caliber gun.

8. It is directed that Major Mounts, Air Corps factory representative at Lockheed, be authorized to exercise full discretion and to take final action and accept or reject all changes and questions in connection with the installation of turrets, the Americanization, or general preparation for combat service of such Hudson Lockheeds.

9. It is further directed that the necessary priority orders be issued for the furnishing of all of the above equipment and completing all of the above work so as to insure that delivery of the aircraft will not be delayed.

10. It is further directed that a report of action taken be made to this office.

By command of Lieutenant General ARNOLD:

John B. Cooley
JOHN B. COOLEY
Lt. Col., A.C.D.
Assistant Air Adjutant General

File No 4521 (Rev)

U. S. Oxygen Equipment in 33 Lockheed Hudson A-29 Planes for China

1st Ind.

(4-E-4)

34

War Dept., Office, Chief of the Air Corps, Washington, D. C., to the Air Adjutant General.
MAR 4 1942

1. Each of the above items has been included in a directive to Wright Field. Additional items have also been included which were brought to our attention by the Air Corps Factory Representative at Lockheed in order to equip these airplanes for combat and are as follows:

(a) Install two side guns in the fuselage of each of the thirty-three (33) aircraft, so that they may be available for use in case sufficient turrets are not received for all aircraft, or any turrets are damaged.

~~SECRET~~
By Authority of
the Chief of the Air Corps
Date Initials

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- 2 -
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ARC-509 3/4

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DECLASSIFIED

U.S. Oxygen Equipment in 33 Lockheed
Hudson A-29 Planes for China

(4-E-4)

1st Ind. (Cont'd.)

(b) All parts received for these airplanes which are not installed should be shipped to China, along with all British furnished equipment in the form of spare parts for same.

(c) Dual controls are to be installed in three of the above airplanes. It is understood that this is imperative under the existing conditions with regard to flight personnel.

(d) The installation of a battery cart plug to permit starting with American battery carts. The British plugs should be sent along as loose equipment for use in India.

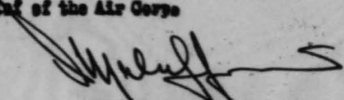
(e) Install G-4A solenoids (which are now available at Lockheed) on each .303 British machine gun to be installed. No solenoids came with the guns from England.

(f) Install the 33 Mark IX - 6B/151 sextants in the aircraft as loose equipment and forward the two spare Mark IX - 6B/151 sextants (previously sent to Lockheed and now in GFE stores) to China, together with the other spares.

(g) Install Aldice Lamps in all thirty-three (33) aircraft and fit boxes for carrying same.

(h) Forward with spares, if not installed, all related equipment so that the F-24 camera may be installed. The British Air Commission advises this office that six (6) F-24 cameras, plus equipment, are being shipped from England.

~~For the Chief of the Air Corps~~



DONALD F. FRITCH
Lieut. Col., Air Corps
Assistant Executive
Materiel Division.

Hq. AFHQ A
MAR 4 1944
AAG Received

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DECLASSIFIED

"6. It is further directed that, if it is found that the said turret described as above can be so installed on such A-29 plane, all of the remaining available turrets shall be installed on such A-29 planes and the balance of such planes shall be completed as Americanized Lockheed Hudsons with British guns except for the turret and the .50 caliber gun.

"7. It is further directed that if it is found that such turret can not be installed on such plane that all 33 of such planes shall be turned out as Americanized Lockheed Hudsons with British guns except for the turret and the .50 caliber gun.

"8. It is further directed that Major Mounts, Air Corps factory representative at Lockheed be hereby authorized to exercise full discretion and to take final action and accept or reject all changes and questions in connection with the installation of turrets, the Americanization, or general preparation for combat service of such Hudson Lockheeds.

"9. It is further directed that the necessary priority orders be issued for the furnishing of all of the above equipment and completing all of the above work so as to insure that delivery of the aircraft will not be delayed.

"10. It is further directed that a report of action taken be made to this office."

2. This directive will be monitored by the A-4 Division.

By direction of the Chief of the Air Staff.

John Y. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

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Col. York

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Directive No. AAG-17

DECLASSIFIED
DDO 115
8 Apr. & 20 June 1974
By *11/17/74*
AC, Date *11/17/74*

11
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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington, D.C.

February 11, 1942

DIRECTIVE MEMO FOR: Air Adjutant General.

Subject: Assignment of 17 P-43A Airplanes
to the Chinese Project.

1. The following directive will be sent to the
Office, Chief of Air Corps:

"1. It is directed that 17 P-43A's, which will be
delivered to the Republic Plant by the AFCC pursuant to
directive, of which a copy is attached, issued this date,
be put in first class condition and packed for overseas
shipment for the Chinese Project.

"2. It is further directed that 50% allotment of
spares for such planes be prepared for immediate shipment
to a part of embarkation as may be later designated by the
Commanding Officer of the 10th Air Force or by this office.

"3. It is further directed that this matter be coordi-
nated with the AFCC and that a report of action taken be
made to this office."

2. This directive will be monitored by the A-4
Division.

By direction of the Chief of Air Staff.

Hq. Army Air Forces
11 FEB 11 1942
444 BDD:17XN

Col/Dr. memo 351
w/orig

John Y. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

152.1 China 73

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HEADQUARTERS—ARMY AIR FORCES—COORDINATION

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PGP/trr

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AAF-28

air 284571 China 23

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

Date 2/12/42

TO:

- ___ Chief of the Army Air Forces.
- ___ C.G., Air Force Combat Command.
- ___ Chief of the Air Corps.
- ___ Chief of the Air Staff.
- Secretary of the Air Staff.
- ___ A-1 Division.
- ___ A-2 Division.
- ___ A-3 Division.
- ___ A-4 Division.
- ___ Air War Plans Division.
- ___ Budget Section.
- ___ Statistics Section.
- ___ Air Inspector.
- ___ A.F. Files.

for indication of
 action desired in
 view of word by
 telephone that directive
 should be cancelled.

JSC

By direction verbally
 of Col. Lloyd Bissell
 this directive should be
 withdrawn & cancelled.

Paul J. Pennington
 Feb 12 '42 Major A.C.
 (over)

By direction of
Col Clayton E. Bissel
given verbally the day
directive no 3-51
should be
withdrawn &
cancelled also.

Paul Pennington
Major H.C.
Feb 12, 42

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED

(Air AG)

DECLASSIFIED
DDO WTS

8 Jan. & 20 June 1964
By: ALM/ML AC, Dams 10/7/74

February 12, 1942

~~SECRET~~
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
2/12/42 JSC
DATE INITIALS

SUBJECT: Assignment of 17 P-43A Airplanes to the Chinese Project.

TO: The Chief of Air Corps.

1. It is directed that 17 P-43A's, which will be delivered to the Republic Plant by the AFCC pursuant to directive issued this date, copy attached, be put in first class condition and packed for overseas shipment for the Chinese Project.
2. It is further directed that 50% allotment of spares for such planes be prepared for immediate shipment to a port of embarkation as may be later designated by the Commanding Officer of the 10th Air Force or by this office.
3. It is further directed that this matter be coordinated with the AFCC and that a report of action taken be made to this office.

By command of Lieutenant General ARNOLD:

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

452.1 China (23)

1 Incl.:
Directive Memo. 2-11-42
for A-3 frm. Col. York S/AS

not used
Cancelled

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

Directive No. 3-21

February 11, 1942

DECLASSIFIED
DOO 175
8 Jan. & 20 June 1974
By ALM/LS, LC, Date 10/17/74

DIRECTIVE MEMO FOR: A-3

Subject: Assignment of 17 P-43A Air-
planes to the Chinese Project.

1. It is directed that 17 P-43A airplanes be withdrawn from the AFCC and delivered by it to the Republic Plant to be put in first class condition and packed for overseas shipment for delivery to the Chinese Project. Originally 125 P-43A planes were assigned to the Chinese Project. Shortly after December 7, however, 17 of such planes were assigned to the AFCC. These 17 aircraft are being returned to Chinese agencies for reinforcement of the American Volunteer Group operating in Burma and China, and the above directed action will therefore be taken without delay.

2. It is further directed that a report of action taken be made to this office.

By direction of the Chief of Air Staff.

John T. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

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*AA&/SI
air 284521 China (23)*

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

Directive No. AA&-17

February 11, 1942

DECLASSIFIED
DOO 175
8 Jan. & 20 June 1974
By ALM/LS, LC, Date 10/17/74

DIRECTIVE MEMO FOR: Air Adjutant General.

Subject: Assignment of 17 P-43A Airplanes
to the Chinese Project.

1. The following directive will be sent to the Office, Chief of Air Corps:

"1. It is directed that 17 P-43As, which will be delivered to the Republic Plant by the AFCC pursuant to directive of which a copy is attached, issued this date, be put in first class condition and packed for overseas shipment for the Chinese Project.

"2. It is further directed that 50% allotment of spares for such planes be prepared for immediate shipment to a port of embarkation as may be later designated by the Commanding Officer of the 10th Air Force or by this office.

"3. It is further directed that this matter be coordinated with the AFCC and that a report of action taken be made to this office."

2. This directive will be monitored by the A-4 Division.

By direction of the Chief of Air Staff.

John T. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

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Hq. Army Air Forces
FEB 11 1942
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*AA&/SI
air 284521 China (23)*

DECLASSIFIED

DECLASSIFIED

DD-117

8 Jan. & 20 June 1974

By: *MA/VA* J.C. Date: *1/17/74*

(Air AG) ~~██████████~~

February 12, 1942

SUBJECT: P-66's for the Chinese Theater

TO : The Chief of the Air Corps

1. It is directed that steps be taken so that 15 P-66 airplanes, which are to be delivered to Vultee Factory at Downey, California for removing and reworking of empennages and which are to complete the Chinese allotment of 79 P-66's out of the original program of 144 P-66's, be immediately raised from A-1-B, their present priority rating, to a priority rating of A-1-A, as requested in letter A-5931, February 6, 1942, General Manager, Vultee, to the Material Division, requesting that such priority rating order be given immediately. If such priority order is not immediately given, the delivery of such 15 P-66's will not be completed until May 10, 1942. These planes are not only needed urgently for use in China but should be moved as rapidly as possible out of the Vultee Plant to avoid interference with production under the Bombardment Program.

452.1 China 22

2. It is further directed that the 65 P-66's which were allocated to the United States Army after December 7, out of the original allotment of 144 P-66's for the Chinese Program, be returned to the Vultee Factory to have the empennage defect corrected and that they be withdrawn from the Air Force Combat Command and placed at the disposal of the Chinese Defense Supplies, Inc., to be shipped by Vultee to China. This will place all of the P-66's in the Chinese program as originally contemplated, resulting in returns commensurate with the effort required to establish the unit in China.

3. It is further directed that all of the spare parts for P 66 airplanes held at the Vultee plant for the said planes, which were taken over by the United States Army, be released, crated for overseas shipment, and dispatched without delay to the China Theater.

4. It is directed that this matter be coordinated with the Air Force Combat Command and that a report of action be made to this office.

By command of Lieutenant General ARNOLD:

FEB 22 1942
SAC

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-WED	Asst. Dir. of Plans	Asst. Dir. of Operations	Sec'y of Staff	Asst. Dir. of Plans
											Assistant Air Adjutant General.

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Directive No. AAG-18

DECLASSIFIED
DDO WTS

HEADQUARTERS OF THE ARMY AIR FORCES
Washington

9 Apr. 6 20 June 1974
By: *MAJ/IC: Date: 10/17/74*

February 11, 1942

DIRECTIVE MEMO FOR: Air Adjutant General

Subject: P-66's for the Chinese Theater.

1. The following directive will be sent to the OCAC:

"1. It is directed that steps be taken so that 15 P-66 airplanes, which are to be delivered to Vultee Factory at Downey, California for removing and reworking of empennages and which are to complete the Chinese allotment of 79 P-66's out of the original program of 144 P-66's, be immediately raised from A-1-B, their present priority rating, to a priority rating of A-1-A, as requested in letter A-5931, February 6, 1942, General Manager, Vultee, to the Materiel Division, requesting that such priority rating order be given immediately. If such priority order is not immediately given, the delivery of such 15 P-66's will not be completed until May 10, 1942. ^{Such} planes are not only needed urgently for use in China but should be moved as rapidly as possible out of the Vultee Plant to avoid interference with production under the Bombardment Program.

"2. It is ^{further} directed that the 65 P-66's which were allocated to the United States Army after December 7, out of the original allotment of 144 P-66's for the Chinese Program, be returned to the Vultee Factory to have the empennage defect corrected and that they be withdrawn from the AFCC and placed at the disposal of the Chinese Defense Supplies, Inc., to be shipped by Vultee to China. This will place all of the P-66's in the Chinese program as originally contemplated, resulting in returns commensurate with the effort required to establish the unit in China.

"3. It is ^{further} directed that all of the spare parts for P-66 airplanes held at the Vultee plant for the said planes, which were taken over by the United States Army, be released, crated for overseas shipment, and dispatched without delay to the China Theater.

"4. It is further directed that this matter be coordinated with the AFCC and that a report of action be made to this office."

[2. This directive will be monitored by the A-4 Division.]

U.S. Army Air Forces By direction of the Chief of Air Staff.

FEB 11 1942
AAG RECEIVED

John P. York, Jr.
John P. York, Jr.
Colonel, Air Corps,
Secretary of the Air Staff.

- DISTRIBUTION:
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air 452/China 03

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DDO 193
8 Jan. & 29 June 1974
By: [Signature]

BY AUTHORITY OF THE
CHIEF OF THE AIR STAFF
DATE INITIALS

FEB 10 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Diversion of ABDA Aircraft to China.

I. Discussion.

1. There is strong probability that the Ferry route from India to the ABDA area, - if not already blocked, - may be denied us in the near future. This will result in a force of our heavy bombers, now on way to ABDA becoming immobilized in India unless they are diverted to another theater.

2. Operations in the Chinese theater offers a field of employment for these aircraft and combat crews in defensive operations against Japanese objectives, - special emphasis being placed on his sea lines of communications to the south.

3. These operations should constitute a valuable and immediate means of supporting both General MacArthur and ABDA forces by striking at a weak point in the enemy's organization and, if reasonably effective, should reduce his capabilities for offensive action by interdiction of his supply lines and by forcing the diversion of enemy forces to oppose these attacks.

4. The advantages to be gained from air operations against the enemy's sea lanes in this area are so great that this opportunity should be grasped, without delay, regardless of the status of the air route to the ABDA area. It is seriously questioned that equivalent results can be achieved from other air bases in the Far East theater.

5. Information at hand indicates that ample bombs, fuel and airfields are available in China for operations by our heavy bombers against these sea lines of communications. Kweilin appears to offer an excellent base from which to counter these operations. Additional fields are available in this area. ~~HEADQUARTERS ADMINISTRATION~~ ~~COPIES~~ ~~airfields are~~

Chief of Staff	Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	A-8	A-9	A-10	A-11	A-12	A-13	A-14	A-15	A-16	A-17	A-18	A-19	A-20	A-21	A-22	A-23	A-24	A-25	A-26	A-27	A-28	A-29	A-30	Stat-tistic	

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FEB 13 1942
AAG

452.1 China (21)

SECRET

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6. It is not possible from here to estimate with precision, the size of the improvised heavy bomber force that can be profitably employed in China. This information should, therefore, be obtained by contacting Colonel Chennault through the McBruder Mission. His ability to support heavy bombardment operations will depend, in large measure, on the ground organization that he can improvise to service and maintain the force sent in, aided by such supervision as combat crews can give. This will obviously be very limited. Air security may be an equally important factor.

7. Heavy bombers en route to ABDA pass to the control of General Wavell at Bangalore, India. Concurrence from his headquarters will be, therefore, a necessary contingent to any diversions of airplanes made from this point for operations in China.

8. Any heavy bomber force diverted to the Chinese theater will be available for operations in the India-Burma area at any time appropriate military objectives develop in this theater.

II. Action Recommended.

1. That Colonel Chennault, through the McBruder Mission, be requested to submit, without delay, his estimate of the capacity of facilities in the Chinese theater to support operations of heavy bombers.

2. That Colonel Chennault be placed in command of any heavy bomber aircraft and combat crews that are diverted from ABDA to operations from Chinese or Burma bases and that he retain this command until Halpre is in position to take over operational control.

3. That Major Alexander be assigned, under Colonel Chennault, as the immediate commander of this improvised heavy bomber force.

4. That heavy bomber aircraft and combat crews in the number recommended by Colonel Chennault, but not to exceed a total of eight (8) airplanes be diverted from reinforcements now en route to ABDA and assigned to operations in China as soon as arrangements can be completed for operational control.

Chief of Staff	Secy of Staff	Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	A-8	A-9	A-10	A-11	A-12	A-13	A-14	A-15	A-16	A-17	A-18	A-19	A-20	A-21	A-22	A-23	A-24	A-25	A-26	A-27	A-28	A-29	A-30	Stat-tistic

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5. That, if the movement of heavy bombers from India to ABDA became impracticable, additional bombers be diverted to China limited only by the capacity of facilities and supplies necessary to insure sustained operations.

6. That all bombardment aircraft and crews revert to the Halpro organization if and when that organization is prepared to exercise operational control.

7. That concurrence be obtained for the diversion of any aircraft committed to the ABDA forces.

H. L. GEORGE
Col., Air Corps
Assistant Chief of the Air Staff, A-WPD

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Secy of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A. Insp.	Budget	Statistical
	<i>R</i>									

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*cc 4/05
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DECLASSIFIED
DOO 115
8 Sep. & 20 June 1974
By *PLA/AL* JC Date *10/21/74*

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DECLASSIFIED

February 12, 1942.

MEMORANDUM FOR Lieutenant General H. H. Arnold.

Subject: Air War Plans Division Study on
Diversion of ABDA Aircraft to China.

1. This study proposes in effect the immediate operation of a limited number of heavy bombers, B-17's, against Japanese sea lanes of communication; the initial force to be under Chenault's operational control, passing eventually to Halpro. If this can be done, while it would not reach such beyond the proportion of harassing operations, it would have some definite affect on slowing up the Japanese action in the Sumatra-Java area.

2. It is believed that the action recommended merits careful consideration in view of the affect that Japanese control of Sumatra and Java, as well as Malaya, will have on the India Bay of Bengal and Burma areas.

3. If you concur in the merit of this proposal and its appropriateness as to time, I will turn it over to Colonel Hansell who has under consideration a somewhat similar study being prepared for possible presentation to the Joint Strategic Committee.

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

HEADQUARTERS ARMY AIR FORCES COORDINATION										
Chief of Staff	Secy of Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budg	Stat

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AAF/A-4
TJH/gwd

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DOC ltr.

8 Jan. & 20 June 1974

By SP-11/JC Date 1/20/74

February 14, 1942.

Mr. Laushlin Currie,
Administrative Assistant to the President,
The White House,
Washington, D. C.

My dear Mr. Currie:

I am pleased to inform you that General Arnold has approved the release of all spare parts included on your list, submitted under date of January 26, 1942, as urgent requirements for the American Volunteer Group. These parts are now being assembled and such as can be transported by air will be flown to their destination. All other parts will be transported to New York for trans-shipment by boat under arrangements which will be made with Defense Aid.

Sincerely,

E. F. Curtis,
Lieut. Col., Air Corps,
Secretary of the Air Staff.

458.1 China
(20)

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

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AAF-39

in 287157.1 China 20

WAR DEPARTMENT
Headquarters Army Air Force
Washington, D. C.

Date Feb. 4, 1943

TO: General Arnold

1. Defense aid is arranging for
air transport involved.

2. Certain items requested are
duplications of Jan. 17th shipments
to AVG. These duplications will be
eliminated from proposed shipment.

J.M.
.Y.Y.

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DECLASSIFIED

WAR DEPARTMENT

Headquarters of the Army Air Forces

Washington

DECLASSIFIED
DDO 875
8 Sep. & 20 June 1974
By: *AL/SLC* SC Date *10/7/76*

February 4, 1942.

MEMORANDUM FOR GENERAL ASNOLD:

1. To furnish all of the items on the attached list to the AVG will interfere with the 54 Group Program to the following extent:

a. Twenty-five (25) P-40's will be grounded for thirty (30) days because of being robbed of parts.

b. Other spare parts for P-40's will be reduced below the minimum, set up as necessary, for thirty (30) days.

2. Recommend that these parts be released for shipment to the AVG. A-3 and A-WPD concur.

Incl.

List "Urgent Requirements of the AVG", dated 1/26/42.

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

*Approved.
Please take care
to in reply to Com's
attached. JH.*

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7/27/42 CB

WAR DEPARTMENT
WASHINGTON

GENERAL STILLWELL MISSION

DECLASSIFIED
DOO lrs
8 Jan. & 20 June 1974
By: 111/11 JC: Date: 10/1/76

February 3, 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

The following was verbally agreed upon between General Olds and Colonel Bissell this date:

a. Fifty P-40E airplanes consigned for AVG must be unloaded at Takoradi, Africa, because the ship must unload other supplies at that point and cannot be sent on to the India area. Approximately 8 ferry pilots are available in West Africa.

b. The plan is to have Chennault send out 20 of his excess pilots immediately to Calcutta and the Ferry Command will bring them back to West Africa for ferrying P-40's through. Chennault then to send out 22 more pilots approximately ten days later who will be ferried through in the same manner.

c. In the meantime, 33 A-29's are coming out of the Lockheed plant for ferry to the AVG. Fifteen pursuit pilots are now in New York awaiting ship transportation to China. General Olds wishes to have these pilots assigned to him plus the 15² the A-1 Division has been directed to furnish Feb. 1; plus 3 additional out of the March allotment. Olds will give these pilots transition training for the purpose of ferrying A-29's through from the factory. The Ferry Command will furnish navigators for the South Atlantic hop.

d. In addition it is desired that monthly quota of 15 pilots for China be raised to 25 per month beginning March 1.

In accordance with the above, it is requested that the attached directives be issued.

Clayton Bissell
C. L. BISSELL,
Colonel, Air Corps

*Approve copy
stand at 15
order. The amt. will
until further
order.
Checked by verbal
instr. to Approved
in total. C. L. Bissell
11/5/42*

457.1
Chennault
19

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DDO Hqs

8 Jan. & 20 June 1974

By ALG/IC JG; Date 10/17/74

MEMORANDUM FOR: Chief, Air Service Command

Subject: Engine Spare Parts for 33 Lockheed Hudson Airplanes for the Chinese

1. It is directed that all engine spare parts for 33 Lockheed Hudson airplanes for the Chinese be given highest priority in order that these parts may be turned over to this project immediately.
2. This covers spare parts for 79 engines, 66 installed on the 33 airplanes and 13 spare engines.
3. It is also directed that similar action be taken as regards 13 spare propellers for the above-mentioned airplanes.
4. It is requested that Defense Aid be notified as to the above in order that they may take the necessary action to ship these spares immediately.

452.1 China (17)

cc: General Miller

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AAc/392
Air 452.1 China (17)

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DOO Hrs.
8 Dec. & 20 June 1974
By: ALM/UC, Date: 10/7/76
FEB 1942

OFFICE OF
THE CHIEF OF THE AIR STAFF

MEMORANDUM FOR: General Harmon

Subject: Engine Spare Parts for 33 Lockheed
Hudson Airplanes for the Chinese

1. It is requested that the attached directive be sent to General Miller, Chief, Air Service Command, in order that extra priority may be given to all engine spare parts for 33 A-29 Lockheed Hudson airplanes.

2. A directive by General Arnold has ordered that these airplanes be equipped by the most expeditious means, but the Air Service Command does not seem to construe this to mean engine spare parts which are vitally needed for the successful completion of their intended mission. Seventy-five percent of these engine spare parts has been transferred to this project, but 25% is still held by the Air Service Command, who demand a directive to them in order that priority may be given to these engine spare parts for the Chinese. This 25% includes the most vital spare parts.

3. It is similarly requested that 13 spare propellers be turned over to Defense Aid in order that these may be shipped with the engines.

Clayton Russell

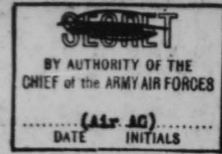
1 Incl.
Memo for C/Air Ser.
Com. for Gen. Harmon's
signature, abv subj.

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By Authority of
the Chief of the Air Corps
Date Initial

AGC/396
Dir 452.10 China (7)

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DDO lrs

JBC/WDC/rrb

8 Jan 4 30 June 1974
By: AMM LC Date: 10/7/74

February 7, 1942.

SUBJECT: Engine Spare Parts for 33 Lockheed Hudson Airplanes for the Chinese.

TO: Chief of the Air Corps.

1. It is directed that all engine spare parts for 33 Lockheed Hudson airplanes for the Chinese be given highest priority in order that these parts may be turned over to this project immediately.
2. This covers spare parts for 79 engines, 66 installed on the 33 airplanes and 13 spare engines.
3. It is also directed that similar action be taken as regards 13 spare propellers for the above-mentioned airplanes.
4. It is requested that Defense Aid be notified as to the above in order that they may take the necessary action to ship these spares immediately.

452.1 China (17)

By command of Lieutenant General ARNOLD:

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

FEB 9 1942
AAG

HEADQUARTERS				ARMY AIR FORCES				COORDINATION			
Chief of Staff	Sec. of Staff	AAG	A 1	A 2	A 3	A 4	A WFD	A. J. sp.	Budge.	S. & I.	...
✓	JBC	JBC									

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AAG/392
Air 452.1 China (17)

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

OFFICE OF
THE CHIEF OF THE AIR STAFF

DECLASSIFIED
DOO file
8 Jan. & 20 June 1974
By: WJH/UC JG, Date 12/7/76

MEMORANDUM FOR: Chief, Air Service Command

Subject: Engine Spare Parts for 33 Lockheed
Hudson Airplanes for the Chinese

1. It is directed that all engine spare parts for 33 Lockheed Hudson airplanes for the Chinese be given highest priority in order that these parts may be turned over to this project immediately.
2. This covers spare parts for 79 engines, 66 installed on the 33 airplanes and 13 spare engines.
3. It is also directed that similar action be taken as regards 13 spare propellers for the above-mentioned airplanes.
4. It is requested that Defense Aid be notified as to the above in order that they may take the necessary action to ship these spares immediately.

WJH Harmon

NOT USED.

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MC/392
Avi 112452: China (17)

DECLASSIFIED
500 hrs.

DECLASSIFIED

8 Jan. & 20 June 1974
By *AWK* AC. Date *1/2/74*

1st Ind.

(Air AG)

WD HQ ARMY AIR FORCES, Washington, D.C. February 4, 1942
TO : The Chief of the Air Corps

All items on the attached list of spare parts for the American Volunteer Group, dated January 26, 1942, and submitted by Mr. Currie, are released for supply and will be assembled and delivered at destination as soon as possible, with the exception of those already supplied or enroute and those which are no longer needed (I on #23).

By Command of Lieutenant General ARNOLD:

Incls. 2-3

JOHN B. COOLY
Lt. Col., A.C.D.
Assistant Air Adjutant General.

RECEIVED
FEB 4 1942
AAG

by hand

#52.1 China (16)

HEADQUARTERS—ARMY AIR FORCES—CONFIDENTIAL										
NO.	DATE	BY	TO	REMARKS	INITIALS	NO.	DATE	BY	TO	REMARKS

and 22452/China (16)

HEADQUARTERS UNITED STATES AIR FORCES
 ROUTING AND RECORD SHEET
 DECLASSIFIED

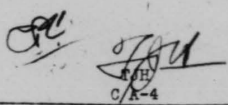
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DECLASSIFIED
 OOD hrs

8 Dec. & 30 June 1974
 By: *PA/KK* AC: Date *10/7/76*

File No.,
 Tally No. AAF.....

SUBJECT: Urgent Requirements of the American Volunteer Group - P-40 Spare Parts for China.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF AAG	1942 2-4	<p style="text-align: right;">AAF/A-4 TJH/gwd</p> <p>It is requested that a 1st Indorsement, substantially as follows, be sent to the Chief of Air Corps:</p> <p>"All items on the attached list of spare parts for the American Volunteer Group, dated January 26, 1942, and submitted by Mr. Currie, are released for supply and will be assembled and delivered at destination as soon as possible, with the exception of those already supplied or enroute and those which are no longer needed (Item #23)."</p> <p>Incl. Ltr. 2/3/42, frm. Col. Meyers to C/AAF, atten: Col. Hanley, w/2 Incls. - Ltr. frm. Mr. Currie to Gen. Arnold, 1/27/42; Requirement List, Items AVG, 1/26/42.</p> <div style="text-align: right;">  <p>CAF [Signature] S/H C/A-4</p> </div>

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AAF/A-4
HPW/mrb

DECLASSIFIED

DDO HFS

8 Jan. & 20 June 1974

By: AWW/IC Date: 10/2/76

February 14, 1942.

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

Subject: Air Transportation for P-40 Spare Parts
for American Volunteer Group—China.

1. As indicated in memorandum to the Chief of the Army Air Forces on the above subject, it is requested and recommended that as much priority as possible be established to transport airplane spare parts to China through the medium of Pan American Airlines preserving one entire clipper ship if necessary for the purpose.

2. This project is particularly important and was discussed with Colonel Williams and his assistant (by telephone yesterday).

For the Chief of the Air Staff:

F. S. BORUM

Colonel, Air Corps,

Acting Assistant Chief of the Air Staff, A-4.

1 Incl:
Memo to C/AAF
2/14, above subj.

452.1 China (14) B

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

AAF-39

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DECLASSIFIED
DOO 115
8 Jan. & 20 June 1974
By: *ML/K* J.C. Date: *10/7/76*

WEB 14 1942

MEMORANDUM TO: Chief of the Army Air Forces

Attention: Colonel T. J. Hanley, A-4

SUBJECT: Air Transportation for P-40 Spare Parts
For American Volunteer Group-China

1. In connection with P-40 spare parts for the American Volunteer Group in China requested by Mr. Currie in his letter to General Arnold, dated January 27, 1942, and approved for diversion from Army Air Corps stocks by the Air Staff and by an Indorsement to this office from the Assistant Air Adjutant General, dated February 4, 1942, it is urgently required that air transportation be provided as soon as possible by Pan American Clipper from La Guardia Field, New York, to Burma for these spare parts. Most of these spare parts are now at Air Corps Defense Aid Depot No. 1, Weehawken, New Jersey, awaiting arrangements for such shipment, and the best estimate of the weight involved is considerably more than 8,000 pounds--the load capacity of one trans-ocean clipper.

2. It is therefore recommended that if possible one entire clipper ship be reserved to carry these parts--preferably, the one which it is understood is leaving La Guardia Field about February 16. If it is not possible to effect shipment of these spares on this clipper ship, it is urged that steps be taken to have them placed on the next available ship leaving as soon thereafter as possible in view of the extreme urgency and need for these spare parts in China.

For the Chief of the Air Corps:

B. E. MEYERS
Colonel, Air Corps
Executive, Materiel Division

~~SECRET~~ DEFENSE AID
IMMEDIATE ACTION
DECLASSIFIED

asky 452, China (14)

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(4-E-4)*

DECLASSIFIED
DOO 115
8 Jan. & 20 June 1974
By: *ML/K* J.C. Date: *10/7/76*

JAN 26 1942

Mr. Laughlin Currie,
Administrative Assistant to the President,
The White House,
Washington, D. C.

Dear Mr. Currie:

With reference to your letter dated January 19, 1942, on the subject of thirty-three Lockheed Hudsons designated for the Chinese theatre, we wish to advise you on the status of these airplanes.

The twenty-two Lockheed Hudsons already off the production line are now in the process of being transferred from Ogden to Lockheed factory, which will install the necessary British furnished equipment that is coming in various stages of shipment. The remaining eleven will come off the production line late in January or early February.

We are informed by the British Air Commission that an additional eighteen bombsights are enroute from England. Six turrets arrived in New York January 22, 1942, and six turrets are arriving in Sacramento within the next few days. These six turrets at Sacramento are to be trans-shipped to Lockheed immediately for their installation, as is all other equipment in this same consignment. All other equipment that is arriving in New York is being shipped via fast freight direct to Lockheed. According to the British, the remaining twenty-one turrets must still be on the way as they have no record of any arriving prior to the above-mentioned six at Sacramento.

If it were possible to expedite the delivery of these planes by releasing our bombsights and turrets, this would be done. However, our turrets will not fit this airplane and, therefore, these airplanes cannot be made ready for combat until they are equipped with these British turrets.

The bombsights and bomb carriers that the Air Corps took over have been ordered returned for installation in these airplanes.

Very truly yours,

RECEIVED
JAN 26 1942
AAG

W. H. HANLEY
Lieutenant Colonel, U.S.A.
Chief of the Army Air Forces

cc: Army Air Forces

~~CONFIDENTIAL~~
DECLASSIFIED

452.1 China (13)

THE WHITE HOUSE
WASHINGTON

January 19, 1942.

Dear General Arnold:

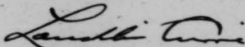
With reference to the thirty-three Lockheed-Hudsons destined for the Chinese theatre, I am advised that installation of British equipment on these particular ships is proceeding but that the bomb sights and turrets previously shipped from England for these planes have been taken over by the Air Corps.

I am further advised that an additional thirty-three bomb sights and twenty-seven turrets are on the way from England.

In order to expedite the delivery of these planes I am wondering whether you would care to authorize the release of the bomb sights and turrets. You could then replenish your supply from the English shipment when it arrives.

The situation with reference to bomb racks is rather obscure and you may care to have somebody check on this also.

Sincerely yours,



Lauchlin Currie
Administrative Assistant
to the President.

General H. H. Arnold,
War Department,
Room 2018 Munitions Bldg.,
Washington, D. C.

1/19/42
Col. Meyers
Prepares reply
(RTW)

En-978
4-517

1/19/42
Am 03452.1 China (13)

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DECLASSIFIED

Directive No. 3-42

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED

DDO 175
1 Sep. & 20 June 1974
By: PL/AR LC Date: 10/27/74

January 26, 1942

DIRECTIVE MEMO TO: A-3

SUBJECT: Training of P.A.A. Pilots

1. There are at present some 60 Pan-American pilots in Miami, Florida, who have been assigned the mission of ferrying 50 P-40 airplanes from Takoradi, West Africa to the A.V.G. group in China. It is desired that these pilots receive some familiarisation training in this type airplanes before their departure from the United States.

2. It is directed that you make (10) P-40 type airplanes available at West Palm Beach, Florida, at the earliest practicable date. It is further directed that personnel delivering these planes to West Palm Beach be competent to give the necessary familiarisation training.

3. It is further directed that your office contact Mr. David Ingalls, Vice President, Pan-American Airways, and inform him as to date of arrival of these airplanes.

Mr. Ingalls can be reached in New York at Murray Hill 67100, Extension 369, and in Washington at Republic 57000.

By direction of the Chief of the Air Staff.

John Y. York, Jr.,
Colonel, Air Corps,
Secretary of the Air Staff.

4521 China (12)

DISTRIBUTION:

A-HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy Air Staff	A-2	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A. Insp.	budget	Stat- istic
		<i>[Signature]</i>									
		AWPD									
		AI									
		Col. Vanaman									
		Col. York									
		File Cpy									

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WKM

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Assistant Chief of the
Air Staff - A-4

Date _____

TO:

- Chief of the Army Air Forces.
- C.G., Air Force Combat Command.
- Chief of the Air Corps.
- Chief of the Air Staff.
- Secretary of the Air Staff.
- A-1 Division.
- A-2 Division.
- A-3 Division.
- A-4 Division.
- Air War Plans Division.
- Budget Section.
- Statistics Section.
- Air Inspector.
- A.F. Files.

Primary Interest
In view Paris #1

My

A-4 Division
AAF-96

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

Date *1/23/42*

TO:

- Chief of the Army Air Forces.
- C.G., Air Force Combat Command.
- Chief of the Air Corps.
- Chief of the Air Staff.
- Secretary of the Air Staff.
- A-1 Division.
- A-2 Division.
- A-3 Division.
- A-4 Division.
- Air War Plans Division.
- Budget Section.
- Statistics Section.
- Air Inspector.
- A.F. Files.

For necessary action

me

452-1 China (11)

DECLASSIFIED
DOO 179

8 Apr. & 20 June 1974
By: AJL/116 AC: Date: 10/17/74

~~CONFIDENTIAL~~

DECLASS DECLASS. FROM: AAF/AWPD

AAF/AWPD
FROM: aea

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
PTR 3 1942 To: The Chief of the Air Corps.

1. It is directed that spares referred to in basic communication, less those shipped as a part of Project Q-8 Air Service command, be shipped to AVG Group in China.

By Command of Lieutenant General Arnold

Basic ltr. 1/22 "S are Parts for China" from OCAC

WM. W. DICK
Lt. Col., A.G.D.
Air Adjutant General

air 06 + 52.1 China (11)

126 3 1942
LAD

HEADQUARTERS ARMY AIR FORCES COORDINATION										
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	Statistic

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DECLASSIFIED AAF-59

~~CONFIDENTIAL~~

air 06 + 52.1 China (11)

DECLASSIFIED
000 hrs.

8 Jan. & 20 June 1989
By *[Signature]* Date *[Signature]*

~~CONFIDENTIAL~~

DECLASSIFIED

AAF/ANPD
WHH-gss

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D. C.
To: The Chief of the Air Corps.

1. It is directed that spares referred to in basic communication, less those shipped as a part of Project SL-3 Air Service command, be shipped to AVG Group in China.

Basic ltr. 1/22 "Spare Parts for China" from OCAC

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~~CONFIDENTIAL~~

See AG 452.1 China (11)

HEADQUARTERS ARMY AIR FORCES
 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: Spare Parts for China.

DECLASSIFIED
 000 hrs
 9 Jan. & 20 June 1974
 by MANIK J.C. Date 11/7/74

NO.	FROM	TO	DATE	DATA	AAF/AVFP WFL/SEA
1	AAF AVFP	AAF C/AS	1942 1/31	<p>1. Several shipments of spares consigned to the AVG have been made during the past month. Among these shipments is one (Project 51-B₂ - Air Service Command) which is expected to sail January 30th or 31st. It is believed that the requirements listed in paragraph 3 of basic letter will be partially satisfied.</p> <p>2. The exact composition of these shipments is unknown by reason of the fact that lists are not available. The Air Service Command (Capt. Doty) has informed us verbally that they expect to have this information by February 1.</p> <p>3. In view of the above it is impossible to state definitely to what extent the 54 Group Program will be affected by filling requirements over and above the shipments already made. In any event the 54 Group Program will be affected by the temporary loss of a maximum of 30 airplanes.</p> <p>4. It is recommended that the composition of the shipments mentioned in Paragraph 1 be determined by the Air Service Command and that the Chief of the Air Corps be instructed to furnish the spares required over and above those already shipped.</p> <p style="text-align: right;"><i>Just for H.A.C.</i> H.A.C. AC/AVFP <i>He.</i> <i>h.w.</i></p> <p>Incl. Ltr. 1/22 fr. OCAC to C/AAF</p> <p style="text-align: center;"><i>John</i></p>	

DECLASSIFIED

(Do not use reverse side)

~~CONFIDENTIAL~~

N-4864, AC
 CW-4864 #52.1 China

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DECLASSIFIED

AAF/A-4
MFS/mhh

DECLASSIFIED
COO IHS

20 June 1974
DATE 10/17/74

January 21, 1942.

MEMORANDUM FOR GENERAL ARNOLD:

Subject: General Magruder's Radiogram Regarding P-48 Spares.

1. In a radio, General Magruder (China Mission) referred to P-48 airplane spares, asking should they be retained or returned to the United States. You asked "what is it all about?".

2. The P-48 is the old designation for the P-66 Vultee pursuit, bought on Lend-Lease for the Chinese. We have "re-captured" some of them, but 79 airplanes will go forward to China.

3. General Magruder is being advised to retain the spares inasmuch as 79 of the airplanes will be shipped.

Incl.
Inf.Cy.radio
frm.Magruder
to WD #808,1/20/42

T. J. HANLEY, JR.,
Col., Air Corps,
Chief of the A-4 Division.

Can file 4521 China 10

JAN 24 1942
AAG

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

DECLASSIFIED AAF-39

Can 4521 China 10

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000 hrs

~~SECRET~~
DECLASSIFIED
COPY INFORMATION COPY

8 Jan. 6 20 June 1974
By ALAN C. Doss 10776

RADIOGRAM

HET
20/1620
Time Filed
WU A 73

EHB/VOC--1705
Jan. 20, 1942
1003 AM

FROM: CHUNGKING

TO: AGWAR

No. 202 Ammisco January 20th

Concerning spares for P-48 in Rangoon, I have some information.
It is reported that the planes were removed from the ship on the west
coast. Should spares be returned to the U. S. or is reshipment of
P-48's contemplated please advise.

Magruder

~~SECRET~~

DECLASSIFIED

WAR DEPARTMENT
A-3 Div., Hq. AAF, W.D.
Washington, D. C.

Office, Operations Section

Date 1-22-42

TO:

<input checked="" type="checkbox"/>	Lt. Col. Twining	<i>[Handwritten initials]</i>
<input checked="" type="checkbox"/>	Maj. Atkinson	<i>[Handwritten initials]</i>
<input checked="" type="checkbox"/>	Maj. McClosky	<i>[Handwritten initials]</i>
<input type="checkbox"/>	Maj. Jones	
<input checked="" type="checkbox"/>	Capt. Provost	<i>[Handwritten initials]</i>
<input checked="" type="checkbox"/>	Capt. Patrick	<i>[Handwritten initials]</i>
<input type="checkbox"/>	Capt. Carter	
<input type="checkbox"/>		
<input type="checkbox"/>		
<input type="checkbox"/>		
<input type="checkbox"/>		

FOR:

<input type="checkbox"/>	Necessary Action
<input checked="" type="checkbox"/>	Note & forward as indicated
<input type="checkbox"/>	Note & return
<input type="checkbox"/>	Your copy

REMARKS:

WAC
Operations Section
A-3 Division
AIR STAFF

AAF-439

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

Date JAN 20 1942

FROM: TO:

- Chief, A-3 Division
- Executive, A-3 Division
- Air Defense Section
- Org. & Equip. Section *WAC*
- Training Section
- Current & Misc. Section *WAC*
- Operations Section *WAC*
- 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
- Sec'y Air Staff

FOR:

- Information
- Coordination
- Comment
- Necessary Action
- File
- Note and Return
- Prepare Reply
- Primary Interest
- Recommendations

REMARKS:

*These airplanes do not
affect U.S. allocations.
WAC*

A-3 Division

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

Date JAN 19 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.

To note and return.

1/20

GE IS DECLASSIFIED IAW

Memo signed
to claim sheet
to A3

To note &
return to
AAG.

gsc

GE IS DECLASSIFIED IAW

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DOD USE:
8 JAN 6 20 10:00-2000
By: AM/IC AC Date 10/17/76

(AIR AG)

A G 145

January 19, 1942

SUBJECT: Assignment of Lockheed-Hudson Airplanes
TO : The Chief of the Air Corps

It is directed that thirty-three (33) Lockheed-Hudson airplanes (A-29's) comprising twenty-two (22) assigned to the Chinese prior to December 31, and eleven (11) from production in January, all of which are under your control, be equipped with the necessary armament and transferred to the Far East by the most expeditious means (tentative destination, Bangalore) the ultimate destination to be communicated to your office at a later date.

By command of Lieutenant General ARNOLD:

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

Dispatched
JAN 19 1942
AAG

4521 China

*Copy for Air A.G.
Room 2013*

HEADQUARTERS			ARMY AIR FORCES				COORDINATION				
Chief of Staff	Secy of Staff	AAG	A 1	A 2	A 3	A 4	A WFD	A Insp	Budget	Sta r. stics	Asst
✓		13C									✓

MAP 39

~~SECRET~~

DECLASSIFIED

China 4521 China

DECLASSIFIED

DDO file

8 Jan. 6 20 June 1974

By AA/1/16 JC: Darr 10/7/76

WAR DEPARTMENT

DECLASSIFIED

OFFICE OF THE ASSISTANT SECRETARY FOR AIR

WASHINGTON, D. C.

January 16, 1942

~~SECRET~~
 By authority of the
 Ass't Sec'y War (Air)
 JAN. 16. 1942 14c
 Date Initials

MEMORANDUM For the Chief of the Air Staff:

There are 33 A-29's now available for the Chinese Government. Twenty-two of these have been reassigned to the Chinese out of the aircraft recaptured from Lease-Lend on December 7. The remainder, eleven, are out of January production.

These airplanes are in the hands of the Army Air Corps and are being equipped with the necessary armament as it becomes available from the United Kingdom.

In view of the urgency of the situation in the Far East, both in Burma and in the Dutch East Indies, it appears that a decision either to turn these airplanes over to the Dutch or to the Chinese is of no immediate importance when compared with the necessity for moving them as rapidly as possible to that general area where they can do the most good.

It is, therefore, suggested that the following directive be issued to the Chief of the Army Air Corps:

It is directed that 33 Lockheed-Hudson airplanes (A-29's) comprising 22 assigned to the Chinese prior to December 31, and 11, from production in January, all of which are under your control, be equipped with the necessary armament and transferred to the Far East by the most expeditious means (tentative destination, Bangalore) the ultimate destination to be communicated to your office at a later date.

John S. Doolittle
 ST. CLAIR STREET,
 Colonel, Air Corps,
 Executive.

*See Sparty
 approved this
 11/7/42*

*1/19/42 Action taken by letter to
 C of AC, AC 145.
 JAC.*

17 1942
SAC Recd

~~SECRET~~ DECLASSIFIED *air 452.1 China. 5*

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

Date

1/9/42

TO:

Col. Burgess HCB

~~*C. C. Compton RCB*~~

Capt. D. B. ...

*...
1135*

File

AAG

13 1342

A-4 DIVISION

X-225-D, A.C.

SECRET

HEADQUARTERS, UNITED STATES AIR FORCES
ROUTING AND RECORD SHEET

2989

DECLASSIFIED

File No.

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

DECLASSIFIED
DOO R/S

Tally No. AAF

8 Jan. & 20 June 1974
By *AA/116* LC Date *10/1/74*

SUBJECT: 50 P-40E's.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-3 GMC-ds
1	AAF A-3	AAF A-4	1942 1/7	<p>1. A letter substantially as follows has been written to the Chief of the Air Corps:</p> <p>"50 P-40E Pursuit airplanes have been allocated from January production for the American Volunteer Group in China. and This allocation takes priority over any previous commitments except shipments to "X" which it is understood have already been satisfied.</p> <p>"It is desired that you take immediately the action necessary to assure delivery by the most expeditious means available to Rangoon, India.</p> <p>"Twenty five percent spares and necessary auxiliary equipment will be provided.</p> <p>2. This for your information and necessary action.</p>	<i>WFS</i>
				<p><i>Note: General Moore has authorized shipment of 40 missions of 50 Cal. Ammunition. Maj Cattalla (S-4) notified & arrangements made to have 1- combat load per airplane (1416 rounds) accompany the airplanes & the balance to be shipped with the aircraft spares.</i></p>	<i>WFS</i> ELN C/A-3

WFS
45-2
China

(7)

(P)

10 1942

(Do not use reverse side)

DECLASSIFIED

AAF Record

Page **SECRET**

Air WS 452.1 China

~~SECRET~~
DECLASSIFIED

DECLASSIFIED

DDO #75

8 Jan 4 30 June 1974

By: AAJ/K JG: Date: 10/7/74

50 P-40E's.

AAF/A-3
GMO-c-ds

1 AAF AAF 1942
 A-3 A-4 1/7

1. A letter substantially as follows has been written to the Chief of the Air Corps:

"50 P-40E Pursuit airplanes have been allocated from January production for the American Volunteer Group in China, and this allocation takes priority over any previous commitments except shipments to "X" which it is understood have already been satisfied.

"It is desired that you take immediately the action necessary to assure delivery by the most expeditious means available to Rangoon, India.

"Twenty five percent spares and necessary auxiliary equipment will be provided.

2. This for your information and necessary action.

ELN
G/A-3

DECLASSIFIED

-1-
~~SECRET~~ Air 045 452.1 China (7)

~~CONFIDENTIAL~~

(L-2) 11/27

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D. C.

November 26, 1941

MEMORANDUM FOR GENERAL SPAATZ:

The attached copy of cablegram received from Mr. Alsop, referred to this office by T. V. Soong, is made available for your information and such action as may be deemed necessary.

Discussion of the proposal to make P-40 spares available from the Philippines with Mr. Lovett indicates that he feels that this is a matter entirely for the Commanding Officer of the Philippine Department, and that action by the War Department to influence General McArthur in this connection would be unwise in view of our present commitments in the Philippines.

St. Clair Street
ST. CLAIR STREET,
Colonel, Air Corps,
Executive Officer.

45211
St Clair (6)

Attachment

file FNS
per REC.

DECLASSIFIED
DOD ltr.
8 Jan. & 29 June 1975
By: *mm* LC; Date: *4/20/75*

~~CONFIDENTIAL~~

A-2867

COPY

CABLE RECEIVED FROM JOSEPH ALSOP, NOVEMBER 20, 1941

Origin presumably Singapore

I am told that we must contribute at least two squadrons

ready to sustain the combat for at least three months if the British proposal, of which you are aware, is to succeed. To do this we must have the needed spare armament and engineering parts released immediately and flown to us. The cable to you presented to Magruder on Sunday does not mention procurement programme and the list of parts including reserves, and he has recommended to Washington that our requirements from the Philippines be released immediately and flown to Rangoon, and McHugh has asked Knox to provide flying boats for the purpose. Middle East cannot give the C. in C. here anything because Russia has had all they could spare from today's offensive, but he is supporting Magruder's request in addition to contacting McArthur.

in flying boats were furnished by the Army in November 52, but amount of spare for P-40s released by Special Inspectorate were limited to 100 tires and some instrument parts only. Insistence

** see below*

Both tires and parts are essential for the maintenance of the fight and on receipt of tires we can put 68 planes into the air, and with the parts three 18 plane squadrons, each squadron having a reserve of ten planes. If the combat is not sustained American prestige and Chinese morale will drop and the effect on enemy policy will be even more serious. If the parts are obtained from Manilla they there can obtain replacements from Hawaii, and in turn Hawaii can be replenished from our December order.

As Manilla has become the focus I cannot do any more here and may go there tomorrow by Clipper.

The C. in C. stresses the need to keep the British proposal a close secret.

COPY

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DDO 1975
8 Sep 6 28 June 1976
By: AT&T/USC, Data 8/7/76

(AIR AG)
A C 96

January 13, 1942

SUBJECT: Pursuit Airplanes for China

TO : The Chief of the Air Corps

1. It is directed that the 17 P-43A-1 pursuit planes diverted during December, 1941 from D.A. for China be withdrawn from the 52nd Pursuit Group and returned to the Chinese Government. The above planes will be turned over to a representative of the Chinese Government at Roosevelt Field.
2. It is also directed that 25 of the P-66 pursuit planes diverted from D.A. China be withdrawn from the 14th Pursuit Group and returned to the Chinese Government. These airplanes will be flown to Mitchel Field. Instructions will be issued later regarding the location at which the P-66's will be turned over to the Chinese representative.
3. Chinese radio, and other equipment, originally installed in these planes will be re-installed in case it has been removed. This includes the radio homing device.
4. It is necessary that the above deliveries be expedited.
5. The next 17 P-43A-1's and 25 P-66's off the production line scheduled for China will be replacements for the delivered airplanes.
6. The above instructions confirm arrangements made by telephone on January 8, 1942, (Major McCoy -Major Hefley).

Dispatched
JAN 18 1942
AAG

By Command of Lieutenant General ARNOLD:

HEADQUARTERS			ARMY AIR FORCES			COORDINATION		
Chief of Staff	Secy of Staff	AAG	A 1	A 2	A 3	A 4	Asst. Adj. Gen.	Secy of Staff
	✓	77C			✓		Assistant Air Adjutant General.	

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Orig 003 492-1 Change 5

~~SECRET~~

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WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DDO 100

8 Jan. & 20 June 19:
By AWM LC: Date 11/10

January 9, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Pursuit Airplanes for China.

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

1. This confirms telephone conversation between Major McCoy of the Air Staff and Major Hefley, January 8, 1942.

2. It is ^{desired} that the 17 P-43A-1 pursuit planes diverted during December, 1941 from D.A. for China be withdrawn from the 52nd Pursuit Group and returned to the Chinese Government. The above planes will be turned over to a representative of the Chinese Government at Roosevelt Field.

3. It is also ^{desired} that 25 of the P-66 pursuit planes diverted from D.A. China be withdrawn from the 14th Pursuit Group and returned to the Chinese Government. These airplanes will be flown to Mitchel Field. Instructions will be issued later regarding the location at which the P-66's will be turned over to the Chinese representative.

4. Chinese radio, and other equipment, originally installed in these planes will be re-installed in case it has been removed. This includes the radio homing device.

5. It is necessary that the above deliveries be expedited.

6. The next 17 P-43A-1's and 25 P-66's off the production line scheduled for China will be replacements for the delivered airplanes.

7. The above instructions confirm arrangements made by telephone on Jan. 8, 1942 of the Chief of the Air Staff (Major and Col. - Major Hefley).

10 1942

AAG

Earl L. Haiden
EARL L. HAIDEN
Colonel, Air Corps

Assistant Chief of the Air Staff, A-3

DECLASSIFIED

~~SECRET~~

on AM 4521 China (5)

Directive No. 5-19

~~SECRET~~
DECLASSIFIED

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

DECLASSIFIED
DDO HES

January 7, 1948

By Hinkle on Date 11/17/78

DIRECTIVE MEMO FOR: A-5

Subject: F-40's for AVG Group in China.

1. You will take the necessary steps to immediately send 80 F-40 airplanes to the AVG Group in China, together with 25% spare parts and the necessary accessories by the most expeditious manner. You will arrange for transportation with A-4. In case it is decided that these airplanes will be shipped by boat to the west coast of Africa and there assembled and ferried to the Far East, you will make the necessary arrangements by directive to the Office, Chief of Air Corps.

452.1 China
H

P

By direction of the Chief of the Air Staff.

C. E. Dunsen,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	Statistic

AVG/TF

~~SECRET~~

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AAAF-39

~~SECRET~~

DECLASSIFIED

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
GDD HRS.

8 Jan. & 20 June 1974
By: *MADIA JC*; Date: *10/7/76*

January 7, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: 50 P-40E's, for China.

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

1. 50 P-40E Pursuit airplanes have been allocated from January production for the American Volunteer Group in China. This allocation takes priority over any previous commitments except shipments to "I" which it is understood have already been satisfied.

immediate ^{*desired*} ^{*the necessary action be taken*} It is desired that you ~~take~~ ^{take} immediately the ~~action necessary~~ to assure delivery by the most expeditious means available to Rangoon, India.

3. Twenty five percent spares and necessary auxiliary equipment will be provided.

For the Chief of the Air Staff

Earl L. Naiden
for EARL L. NAIDEN

Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

EF

(P)

~~SECRET~~

DECLASSIFIED

6-10-1981 *China* ③

Directive No. Sec-1

~~SECRET~~

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington

DECLASSIFIED
ODD IIS

January 6, 1948

8 Jan & 20 June 1974
By MAJ/AV JC: Dams

DIRECTIVE MEMO FOR: Colonel Dams.

Subject: P-40's to AVG Group in China

1. Air Chief Marshall Portal told General Arnold that he concurred in sending 80 P-40's from the Near East to the AVG Group in China providing we can replace these by 80 from our production in the very near future, sending these 80 to Cairo. Steps will be taken immediately to ascertain from A-3 the source of these 80 P-40 airplanes for the Near East. They will be loaded upon a boat and then if any difficulty arises that prevents the 80 P-40's being flown from the Near East to the AVG Group, the 80 P-40's from the U. S. will be sent to the AVG Group direct. Air Chief Marshall Portal wishes to know when this boat can sail before he will order the P-40's from the Near East to move. It is understood that you have already taken steps to have replacement pilots at the rate of 15 per month.

2. You will draw up a resume of the present status of the AVG situation with reference to replacement of airplanes, pilots, and spares, and then draw up a directive plan for the maintenance of this group in China, considering it in the same category as an organized group. This will cover personnel, replacements, airplanes, and spare parts.

By direction of the Chief of the Air Staff.

C. E. Damsen,
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.

(P)

DECLASSIFIED

~~SECRET~~

AVG 4001 China

AVG/AV

2889
~~SECRET~~
DECLASS.

December 31, 1941

DECLASSIFIED
500 hrs.
2 JAN 20 1994
BY *[Signature]*

MEMORANDUM for the Chief of the Materiel Division.

Attention: Colonel Meyers.

Mr. Lovett has approved the allocation of 22 A-29's
(Lockheed-Radsons) to the Chinese.

(Signed) ST. CLAIR STREET

ST. CLAIR STREET,
Colonel, Air Corps,
Executive.

CC for: General Spatz.

*File
Meyers*

*See Dy 4521
Please ①*

DECLASSIFIED
~~SECRET~~

air 4521 China ①

HENRY HARLEY ARNOLD

Box 124 Folder 2

MILITARY

DECIMAL

SAS 452.1 Colombia
through
Ecuador

DECLASSIFIED
DOD
By: *CS*
Date: 20 June 1976
Dew: 10-12-76
JCS Memo

~~SECRET~~

AMP/A-3
DLP

DECLASSIFIED
DOO lrs

8 Jan. & 20 June 1974

SECURITY: Class 10/2/76

*Dec 4521 (13-1-42)
4521 (3-5-42)
AM 4521 Colombia*

A-3-452.1

March 5, 1942

MEMORANDUM FOR THE ADJUTANT GENERAL

Subject: Transfer of Four (4) AT-6B Airplanes to Colombia.

The Secretary of War directs:

ACTION TAKEN:
A.G.O.
JED/cjm/sbs/
1515
3-10-42

1. That the officers listed below will proceed from their present stations to Hensley Field, Dallas, Texas, by rail or air, reporting to the A. G. Representative for the American Aviation Inc. of Texas, on March 16, 1942, in order to obtain four (4) AT-6B airplanes allocated to the Colombian Government.

Rank	Name	Serial Number	Field
Designated as Flight Commander:			
1st Lt.	Edwards John C.	O-22131	Visalia, Calif.
2nd Lt.	Intes Donald P.	O-437236	Kelly Field, Tex
2nd Lt.	Harhart Theodore H.	O-437432	" " "
2nd Lt.	Muller Clifford H., Jr.	O-437248	" " "

1. The Chief of the Air Corps will designate and transfer four (4) enlisted men 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. J.C. Edwards, Flight Commander, on March 16, 1942.

a. Qualifications:

- (1) Two (2) enlisted airplane mechanics qualified to act as crew chiefs for the AT-6B airplanes and to instruct Colombian mechanics in the care and maintenance of the airplanes and mechanisms.
- (2) One (1) enlisted armorer qualified in the care and maintenance of the armament equipment of the AT-6B airplanes, including bomb racks and to instruct Colombian personnel in the maintenance thereof.

RECEIVED
19 1942
Officers Div.
A.G.O.

~~SECRET~~

Comback A-3 File Copy

See 4521 Colombia

~~SECRET~~

(3) One (1) enlisted radio mechanic qualified to maintain and to instruct Colombian personnel in the maintenance of the radio equipment of the AT-6B airplanes.

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, 1941.

(5) Vaccination with typhus vaccine.

2. The officers and enlisted personnel will take the necessary clothing for tropical wear, Messge 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 Passport Photos of not less than 2 1/2" x 2 1/2" 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 date and place of birth as shown on War Department records.

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.

~~SECRET~~

~~SECRET~~

4. The officers and enlisted men will constitute a flight equipped with four (4) A-7-63 airplanes for the purpose of ferrying these aircraft to Cali, Colombia and under the direction of the U. S. Military Attache; to instruct Colombian 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 procedures 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 #3-15 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 Colombia. 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
 David, Panama
 Albrook Field, Panama
 Turbo, Colombia
 Cali, Colombia

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.

Chief 8. Upon arrival in Colombia flight will come under the control of the U. S. Military Attache accredited to Colombia.

Aviation Mission

STP

~~SECRET~~

~~SECRET~~

9. The U. S. Military Attache with the approval of the Government of Colombia will determine when Colombian crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment. The Flight Commander will advise and consult with the Military Attache and undertake to insure, in so far as he is able, that the Colombian 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 placed 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 J 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.

14. a. Travel of officers is chargeable to:
 Travel of the Army FD 1402 P5-06 AO 410-2

Travel of enlisted men is chargeable to:
 Travel of the Army FB 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 AW'D
 Ass't Chief of Staff G-2, EDGS
 Ass't Chief of Staff WPI, EDGS
 U. S. Military Attache, Bogota, Colombia.
 CG, Caribbean Defense Command
 CG, San Antonio Air Depot, Duncan Field
 Air Corps Representative, North American
 Aviation Inc., Dallas, Texas
 CG, AFPC
 Chief of Air Corps
 Chief of Finance
 Each officer named in order.

~~SECRET~~

SECRET
REMOVED

III. Concurrences:

A. C. of S., G-2 ()

For the Chief of the Air Staff,
MAR 8 1942

45 A G G
MAR 9 1942
Received

H. S. VANDERBERG,
Colonel, Air Corps,
Assistant Chief of the Air Staff,



R
IN

MAR 9 1942

NOTED-OFFICE CHIEF OF STAFF

WAR DEPARTMENT
OFFICE OF CHIEF OF STAFF

MEMORANDUM FOR RECORD:

This allocation of airplanes to Colombia is in accordance with a directive by the President and recommendations of the State Department as outlined in Memorandum from the War Plans Division, WPDG dated January 30, 1942 and additional directive from the Secretary, Air Staff to Assistant Chief of Air Staff, A-3.

MAR 9 1942

Dispatched
MAR 8 1942
AAG



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Directive No. 3-60

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

March 3, 1942

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DIRLECTIVE MEMO FOR: A-3

SUBJECT: Transfer of 4 AT-6B Airplanes to Colombia.

1. Of the 50 AT-6B airplanes directed by the President to be allocated to South American republics, four (4) have been allocated to, and accepted by, Colombia, to be delivered at Cali, Colombia, through the U. S. Military Attache accredited to Colombia.

2. Each airplane is to be completely equipped, including 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, or radio mechanic or armorer for each airplane) will accompany the airplanes for the purpose of ferrying, and, under the direction of the U. S. Military Attache, to instruct Colombian crews in the operation and maintenance of the airplanes and equipment; upon the completion of which instruction the accompanying crews will return to the United States.

3. The Assistant Chief of the Air Staff, A-4, is arranging for the delivery of the spare parts, and a ninety day supply of bombs and ammunition, which will be shipped by boat.

4. 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;

SECRET

HEADQUARTERS - ARMY AIR FORCES

Chief of Staff	Secy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insps	Budget	Statistics

AAF-29

- 2 -

(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 Military Attache, with the approval and concurrence of the authorized representative of the Government of Colombia, will determine when Colombian crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment; but the senior ferrying pilot will advise and consult with the Military Attache and undertake to insure, in so far as he is able, that the Colombian personnel are competent in the operation and maintenance of the equipment, before the instruction is deemed sufficient.

g. 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.

452.1 (Colombia) (5)

d. To deliver to the Assistant Chief of Staff, G-2, to the United States Military Attache at Bogota, Colombia, 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.

5. 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.

6. Report of action taken is directed.

By direction of the Chief of the Air Staff:

DISTRIBUTION:

A-1 A-2

A-4 A-WPD

AT

Nathan F. Twining,

Lt. Colonel, Air Corps,

Chief of Staff.

HEADQUARTERS - ARMY AIR FORCES

Chief of Staff	Secy Air Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insps	Budget	Statistics
(A-WPD) (hd)										

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

Directive No. 2-18

March 3, 1942.

DIRECTIVE MEMO FOR: A-2

SUBJECT: Transfer of 4 AT-6B Airplanes to Colombia.

1. Directives are being issued to the Assistant Chiefs of the Air Staff, A-1 and A-3, to accomplish delivery to the U. S. Military Attache accredited to Colombia, at Cali, Colombia, of the 4 AT-6B airplanes which have been allocated to, and accepted by, Colombia. 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 for each airplane) will accompany the airplanes for the purpose of ferrying them, and, under the direction of the U. S. Military Attache, to instruct Colombian crews in the operation and maintenance of the airplanes and equipment. When, in the opinion of the U. S. Military Attache, with the concurrence of the Colombian authorities, Colombian crews have been sufficiently instructed to enable them to satisfactorily operate and maintain the airplanes, 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 Chief of the Air Corps, directing him to ship the necessary spares for the 4 AT-6B airplanes and equipment, by water transportation, to the U. S. Military Attache in Colombia, at Cali, Colombia. The necessary radio spares, bombs and ammunition have been released for shipment in the same manner. Through proper channels, you will so advise the U. S. Military Attache at Bogota, Colombia.

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 issued by him for the accomplishment of the mission. Upon receipt of this information you will transmit same, or the essential elements thereof, through proper channels, to the U. S. Military Attache at Bogota, Colombia. The U. S. Military Attache will be furnished with No. upon the service of the mission ferrying pilot, and with the approval and concurrence of the authorized representative of the Government of Colombia, will determine when Colombian crews have been sufficiently instructed in the operation and maintenance of the

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

452.1 Colombia

AAP-39

- 2 -

airplanes and equipment. When Colombian crews have been sufficiently instructed, the U. S. Military Attache will release the ferrying personnel to return to the United States. The Military Attache will be requested to advise the Chief of the Army Air Forces when the crews are released.

4. Concurrently with this memorandum, directive memoranda are being issued in connection with this project to the A-1 and A-3 Divisions. A-WPD is monitoring this project. You will coordinate with these Divisions; also with A-4 as to spares, bombs and ammunition being forwarded by boat.

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
- A-WPD
- AI

(A-WPD);hd

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

AAP-39

DECLASSIFIED
 DDD lrs.
 8 Jan. & 20 June 1974
 By: *MA/11* LC, Date: *10/17/76*

HEADQUARTERS ARMY AIR FORCES
 ROUTING AND RECORD SHEET

SECRET

File No. _____
 Tally No. AAF _____

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

SUBJECT: Transfer of 4 AT-6B Airplanes to Colombia.

NO.	FROM	TO	DATE	COMMENTS																				
1.	AAF A-1	AAF AAG	1942 3+7	<p>AAF/A-1 RJM/gee</p> <p>1. In accordance with Directive No. 1-50, the following is submitted:</p> <p>a. Four (4) Pilots.</p> <table border="1"> <thead> <tr> <th>Name</th> <th>Rank</th> <th>Serial No.</th> <th>Present Assignment</th> </tr> </thead> <tbody> <tr> <td>Edwards, John C.</td> <td>1st Lt.</td> <td>0-22131</td> <td>ACTD, Visalia, California</td> </tr> <tr> <td>Lutes, Donald P.</td> <td>2nd Lt.</td> <td>0-437236</td> <td>Kelly Field</td> </tr> <tr> <td>Ehrhart, Theodore H.</td> <td>2nd Lt.</td> <td>0-437432</td> <td>Kelly Field</td> </tr> <tr> <td>Muller, Clifford H., Jr.</td> <td>2nd Lt.</td> <td>0-437248</td> <td>Kelly Field</td> </tr> </tbody> </table> <p>b. Chief of Air Corps will furnish the enlisted men as required.</p> <p>Hq. Army <i>MA</i> 7 1942 AAG Received</p> <p style="text-align: right;"><i>WES</i> W. E. T. Exec., A-1</p> <p style="text-align: right; vertical-align: top;"><i>452.1 Colombia</i></p> <p style="text-align: center;"><i>File - Action taken by Col. Hardy</i></p> <p style="text-align: center;">SECRET</p>	Name	Rank	Serial No.	Present Assignment	Edwards, John C.	1st Lt.	0-22131	ACTD, Visalia, California	Lutes, Donald P.	2nd Lt.	0-437236	Kelly Field	Ehrhart, Theodore H.	2nd Lt.	0-437432	Kelly Field	Muller, Clifford H., Jr.	2nd Lt.	0-437248	Kelly Field
Name	Rank	Serial No.	Present Assignment																					
Edwards, John C.	1st Lt.	0-22131	ACTD, Visalia, California																					
Lutes, Donald P.	2nd Lt.	0-437236	Kelly Field																					
Ehrhart, Theodore H.	2nd Lt.	0-437432	Kelly Field																					
Muller, Clifford H., Jr.	2nd Lt.	0-437248	Kelly Field																					

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

Page No. _____ *air 452.1 Colombia* (3)

~~SECRET~~

Directive No. 1-50

DECLASSIFIED
DD Form 1374

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

March 3, 1942

DIRECTIVE MEMO FOR: A-1

SUBJECT: Transfer of 4 AT-6B Airplanes to Colombia.

1. You are directed to select, and to furnish to the Air Adjutant General and to A-3 the names, serial numbers and present stations and assignment of, the following personnel to ferry four(4) airplanes to Cali, Colombia, and to act as instructors:

a. Four (4) Air Corps pilots, competent to fly, and to instruct Colombian pilots in flying, AT-6B airplanes. The senior pilot should have at least two years experience in flying tactical airplanes after completion of his pilot's training at the Air Corps schools.

b. Two (2) enlisted airplane mechanics qualified to act as crew chiefs for the AT-6B airplanes and to instruct Colombian mechanics in the care and maintenance of the airplanes and engines.

c. One enlisted radio mechanic qualified to maintain, and to instruct Colombian personnel in the maintenance of, the radio equipment of the AT-6B airplanes.

d. One enlisted armorer qualified in the care and maintenance of the armament equipment of the AT-6B airplanes, including bomb racks, and to instruct Colombian personnel in the maintenance thereof.

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. A-WFD is monitoring the project. You will coordinate with these Divisions.

5. Report of action taken is directed.

452.1 Colombia (3)

DISPATCHED
MAR 5 1942
AAG

By direction 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-Inspr	Budget	Statistics	
DISTRIBUTION:											
A-2											
A-3	ANPD										
A-4	AI										
(ANPD)thd											
							Nathan F. Twining, Lt. Colonel, Air Corps, Secretary of the Air Staff.				

~~SECRET~~

AAP-20

~~SECRET~~

DECLASSIFIED

EX-111
By ADP/UC 10/17/76

2. AAG S/AS 3-2-42 1. Inviting attention to item #1 above.

R.C.L.

~~SECRET~~

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

SECRET
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES

File No.
DATE INITIALS
Copy No. AAF.

8 Jan. & 20 June 1974
DECLASSIFIED
DOD 5010
By *10/12/74*

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

SECRET
UNCLASSIFIED

SUBJECT: Transfer of 4 AT-6B Airplanes to Colombia.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-WPD AW/s1
1.	AAF A-WPD	AAF AAG	1942 2/24	<p>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 thereto attached, identified as Tab A, Tab B, and Tab C, respectively.</p> <p>2. Upon receipt of the necessary data from the Assistant Chiefs of the Air Staff, A-1 and A-3, it is requested that the Air Adjutant General cause to be issued the necessary orders directing the personnel selected by the Assistant Chief of the Air Staff, A-1, to proceed to the point designated by the Assistant Chief of the Air Staff, A-3, from which point they will ferry to Cali, Colombia, the 4 AT-6B airplanes, which have been allocated to, and accepted by, the Colombian Government; authorizing the travel involved and providing the appropriate monetary allowances. The personnel will be directed to report, upon arrival at Cali, Colombia, to the U. S. Military Attache accredited to Colombia; under his direction and control to instruct Colombian personnel in the operation, care and maintenance of the airplanes and their armament and equipment; and upon the military Attache determining that the mission has been completed, to return to their former stations and duties in the United States.</p> <p>Concurrences:</p> <p>A. C. of S., A-1 <i>(Signature)</i> A. C. of S., A-2 <i>(Signature)</i> A. C. of S., A-3 <i>(Signature)</i> A. C. of S., A-4 <i>(Signature)</i></p> <p style="text-align: right;"><i>M.L.G.</i> C/A-WPD</p>	

Eq. Army Air Forces
FEB 28 1942
AAG RECEIVED

Incls.
1 - Tab A
2 - Tab B
3 - Do not use reverse side/

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

SECRET Page No. 1
(See next page for memo for record)

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

SECRET
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES

File No.
DATE INITIALS
Copy No. AAF.

8 Jan. & 20 June 1974
DECLASSIFIED
DOD 5010
By *10/12/74*

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

SECRET
UNCLASSIFIED

SUBJECT: Transfer of 4 AT-6B Airplanes to Colombia.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-WPD AW/s1
1.	A-WPD	AAG	2/24	<p>MEMORANDUM FOR RECORD: Of the 50 AT-6B airplanes directed by the President to be allocated to South American republics, four (4) have been allocated to, and accepted by, Colombia, to be delivered at Cali, Colombia, through the U. S. Military Attache accredited to Colombia. Each airplane is to be completely equipped, including guns and bomb racks, with the necessary spare parts and a 90 day supply of bombs and ammunition. Crews (1 pilot and 1 crew chief or radio mechanic or armorer for each airplane) will accompany the airplanes for the purpose of ferrying, and, under the direction of the U. S. MA, to instruct Colombian crews in the operation and maintenance of the airplanes and equipment; upon the completion of which instruction the accompanying crews will return to the U. S. A-4 has initiated instructions to the Chief of the Air Corps to ship the necessary spares for the 4 AT-6B airplanes and equipment, by water transportation, to the United States Military Attache in Colombia, at Cali, Colombia. A-4 has also arranged for the release of a 90 day supply of bombs and ammunition for the airplanes to be shipped in the same manner.</p>	
2.	AAG	S/AS	3-2-42	<p>1. Inviting attention to item #1 above.</p> <p style="text-align: right;"><i>R.C.P.</i> <i>R.C.L.</i></p>	

452.1 Colombia (2)

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

Page No. - 2 -

452.1 Colombia (2)

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DECLASSIFIED
DDO DIA

8 Jan. & 20 June 1978
BY: ACD/LL / 10/12/76

DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-2. 7/18

Subject, Transfer of 4 AT-6B Airplanes to Colombia.

1. Directives are being issued to the Assistant Chiefs of the Air Staff, A-1 and A-3, to accomplish delivery to the U. S. Military Attache accredited to Colombia, at Cali, Colombia, of the 4 AT-6B airplanes which have been allocated to, and accepted by, Colombia. 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 for each airplane) will accompany the airplanes for the purpose of ferrying them, and, under the direction of the U. S. Military Attache, to instruct Colombian crews in the operation and maintenance of the airplanes and equipment. When, in the opinion of the U. S. Military Attache, with the concurrence of the Colombian authorities, Colombian crews have been sufficiently instructed to enable them to satisfactorily operate and maintain the airplanes, 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 Chief of the Air Corps, directing him to ship the necessary spares for the 4 AT-6B airplanes and equipment, by water transportation, to the U. S. Military Attache in Colombia, at Cali, Colombia. The necessary radio spares, bombs and ammunition have been released for shipment in the same manner. Through proper channels, you will so advise the U. S. Military Attache at Bogota, Colombia.

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 issued by him for the accomplishment of the mission. Upon receipt of this information you will transmit same, or the essential elements thereof, through proper channels, to the U. S. Military Attache at Bogota, Colombia. The U. S. Military Attache will be informed that he, upon the advice of the senior ferrying pilot, and with the approval and concurrence of the authorized representative of the Government of Colombia, will determine when Colombian crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment. When Colombian crews have been sufficiently instructed, the U. S. Military Attache will release the ferrying personnel to return to the United States. The Military Attache will be

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requested to advise the Chief of the Army Air Forces when the crews are released.

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-3. A-WPD is monitoring this project. You will coordinate with these Divisions; also with A-4, as to spares, bombs and ammunition being forwarded by boat.

5. Report of action taken is directed.

J. J. YORK,
Colonel, Air Corps,
Secretary, Air Staff

~~SECRET~~

an 23452, Columbia ②

DECLASSIFIED
DOD Reg.

3 Jan. & 20 June 1974
By: AA/11 LC: Date: 11/2/74

SECRET

DIRECTIVE MEMORANDUM TO THE ASSISTANT CHIEF OF THE AIR STAFF, A-3.

Subject: Transfer of 4 AT-6B Airplanes to Colombia.

1. Of the 50 AT-6B airplanes directed by the President to be allocated to South American republics, four (4) have been allocated to, and accepted by, Colombia, to be delivered at Cali, Colombia, through the U. S. Military Attache accredited to Colombia. 3-60

2. Each airplane is to be completely equipped, including 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, or radio mechanic or armorer for each airplane) will accompany the airplanes for the purpose of ferrying, and, under the direction of the U. S. Military Attache, to instruct Colombian crews in the operation and maintenance of the airplanes and equipment; upon the completion of which instruction the accompanying crews will return to the United States.

3. The Assistant Chief of the Air Staff, A-4, is arranging for the delivery of the spare parts, and a ninety day supply of bombs and ammunition, which will be shipped by boat.

4. 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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~~SECRET~~

(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 Military Attache, with the approval and concurrence of the authorized representative of the Government of Colombia, will determine when Colombian crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment; but the senior ferrying pilot will advise and consult with the Military Attache and undertake to insure, in so far as he is able, that the Colombian personnel are competent in the operation and maintenance of the equipment, before the instruction is deemed sufficient.

g. 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.

g. To deliver to the Assistant Chief of Staff, G-2, to the United States Military Attache at Bogata, Colombia, 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.

5. 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-WFD is monitoring the project. You will coordinate with these Division and with A-4.

6. Report of action taken is directed.

~~SECRET~~

J. J. YORK,
Colonel, Air Corps,
Secretary, Air Staff

am 204501 Colombia 3

DECLASSIFIED

DDO Hqs.

8 Jan. & 20 June 1978

by ~~ALM~~ LC, Date 12/17/74

~~SECRET~~

DIRECTIVE MEMORANDUM FOR THE ASSISTANT CHIEF OF THE AIR STAFF, A-1.

Subject: Transfer of 4 AT-6B Airplanes to Colombia.

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, serial numbers and present stations and assignment of, the following personnel to ferry four (4) airplanes to Cali, Colombia, and to act as instructors: 1-50

a. Four (4) Air Corps pilots, competent to fly, and to instruct Colombian pilots in flying, AT-6B airplanes. The senior pilot should have at least two years experience in flying tactical airplanes after completion of his pilot's training at the AirCorps schools.

b. Two (2) enlisted airplane mechanics qualified to act as crew chiefs for the AT-6B airplanes and to instruct Colombian mechanics in the care and maintenance of the airplanes and engines.

c. One enlisted radio mechanic qualified to maintain, and to instruct Colombian personnel in the maintenance of, the radio equipment of the AT-6B airplanes.

d. One enlisted armorer qualified in the care and maintenance of the armament equipment of the AT-6B airplanes, including bomb racks, and to instruct Colombian personnel in the maintenance thereof.

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 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

~~SECRET~~

air 20452, Colombia (2)

DECLASSIFIED

DDO #12
8 Jan. & 20 June 1974
by AKW/uk 10, Date 10/21/74

AFAEP
JGS/wmk/72692
vtn 9 Dec 44

10 DEC 1944

MEMORANDUM FOR GENERAL WALSH

Subject: U. S. Aircraft for Cuba.

During your visit to Cuba you are authorized in General Arnold's name to informally advise President Grau that the United States Army Air Forces could upon formal request release to the Cuban Air Force the following aircraft, subject of course to unforseen exigencies and allocation by the Munitions Assignments Board:

AT-6B - 10 - at the rate of 3 per month

F-2 - 1 - would need modifications requiring approximately 1 month.

UC-45 - 2 - from AAF expensaries in December and January.

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

COPY FOR OFFICE OF SIGNATURE

452.1 Cuba (3)

CONFIDENTIAL

SAS 452.1 Cuba (3)

CONFIDENTIAL

U. S. Aircraft for Cuba.

Chief of Air Staff

Special Assistant to CG AAF

DECLASSIFIED

DDO #12
8 Jan. & 20 June 1974
by AKW/uk 10, Date 10/21/74

JGS/wmk/72692

1. During the past week Colonel Soca Llanes and four other Cuban Air Force officers accompanied by the U. S. Military Attache to Cuba visited Headquarters AAF to discuss with officers of the Air Staff plans and possibilities of securing U. S. Army aircraft to replace those lost in the recent hurricane which Cuba experienced. This mission was sent to Washington with the approval of newly elected President Grau and United States Ambassador Braden.

2. I propose to fly to Cuba early this coming week in order to pave the way for General Brett's forthcoming bilateral staff conversations; particularly in reference to a U. S. Air Mission, I desire to deliver a message from General Arnold to President Grau that he is desirous of helping the Republic of Cuba to every extent that present war conditions will permit.

3. It is recommended that you sign the attached memorandum.

1 Incl
Memo abv sbj
for sig

R. L. WALSH
Major General, U. S. A.
Special Assistant to CG AAF

CONFIDENTIAL

AD (22 Dec 1944)

DECLASSIFIED
DDO 110

By *AD/...*

~~SECRET~~
DECLASSIFIED

AFISA-2A
08470/6767
The Commanding General
Army Air Forces
29 December 1944
wmg

The Honorable
The Secretary of State
The Department of State
Washington, D.C.

Dear Mr. Secretary:

Communication from The Honorable, The Secretary of State, refer-
enced above, has been referred for necessary action to the Commanding
General, Army Air Forces.

On 17 October 1944, the Czechoslovakian Government, through its
Commercial Counselor and Representative on Lend Lease matters, Mr.
J. V. Nyka, filed with the International Branch, Office of the Assis-
tant Chief of Air Staff, Materiel and Services, its requisition for
assignment of eighteen (18) Transport Planes, Type Douglas C-47A. In-
dication was made at the time of the filing of the requisition that the
General Inspector of the Czechoslovakian Government would discuss the
requested assignment of the planes in the Supreme Headquarters of the
Allied Expeditionary Forces.

On 24 October 1944, a cable was addressed to General Eisenhower's
Headquarters stating that the requisition had been filed and that it
was the intention of the Czechoslovakian Government to discuss the sub-
ject with that Headquarters, and requesting that, upon the completion
of the discussions, recommendations be forwarded to us to be presented
to Munitions Assignments Committee (Air) for use in considering the
requisition.

Representatives of the Czechoslovakian Government have been fully
aware of the pending discussions on this requisition at Supreme Head-
quarters of the Allied Expeditionary Forces and have understood that
the requisition would not be formally acted upon until such time as
the discussions were completed and recommendation was forthcoming to
us from that Headquarters. On 11 December 1944, Air Vice Marshal
Earl Jancousek was in Washington, enroute to General Eisenhower's Head-
quarters, and he indicated that he would participate in the conversations
on this subject.

On 28 December 1944, a cable was received from General Eisenhower,
indicating no objection to the assignment of eighteen (18) Transport

SAS

- 1 -

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*452.1
SAS Czechoslovakia*

*SAS 452.1
Czechoslovakia*

The Honorable, The Secretary of State
29 December 1944

~~SECRET~~
DECLASSIFIED

Please, Type Douglas C-47A, to Czechoslovakia, providing such
assignment does not curtail assignment to that Theatre.

Munitions Assignments Committee (Air) has now been requested
to consider the requisition, and attention has been invited to the
message of 28 December 1944 for use in considering the request.

Sincerely yours,

N. M. POWERS
Brig. General, U. S. Army
International Officer for AAF

By:

GERALD B. BROPHY
Lt. Colonel, Air Corps
Chief, International Branch
Materiel Division, AG/AS, MAF

1/5/45

- 2 -

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(1-D)

DECLASSIFIED

DDO Form

8 Jan & 20 June 1979

By: *Alvin G. Davis* 8/27/76

March 6, 1942

SUBJECT: Orders - Ecuadorian Mission.

SECRET
 By Authority of
 the Chief of the Air Corps
 3-7-42 *MS*
 DATE INITIAL

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

Air Adjutant General

1. It is directed that you select one (1) airplane mechanic and one (1) armorer, fifth grade or higher, or suitable for immediate promotion to the fifth grade, with the qualifications shown below, from units under your command for detail on a special mission to Ecuador:

Airplane mechanic selected should be qualified to act as crew chief of AT-6B airplanes and be competent to instruct Ecuadorian mechanics in the care and maintenance of this type of airplanes and engine;

Armorer selected should be qualified to maintain armament equipment, including bomb racks of AT-6B airplanes and instruct Ecuadorian personnel in the maintenance thereof;

Enlisted men selected for Ecuadorian Mission speak Spanish, if possible.

2. Transfer the enlisted men selected, without loss of grade or rating, to Air Corps Detachment, Bolling Field, D. C., for assignment and permanent duty, and send them from their present stations by rail or military aircraft if available, to Hensley Field, Dallas, Texas, to await further instructions, reporting to the Commanding Officer thereof.

3. These enlisted men will be carried on detached service from their new organization, Air Corps Detachment, Bolling Field, D. C., while on duty at Hensley Field.

4. Issue the following instructions to station commanders of the enlisted men selected:

a. Forward copies of service records to Commanding Officer, Bolling Field, D. C. Originals of service records, immunisation registers, and allied papers

4521 Ecuadorian
(P)

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~~RELAYED~~

should accompany these enlisted men to Hensley Field;

b. Furnish these enlisted men full issue of clothing suitable for tropical service. One (1) complete outfit of winter clothing, identification tags, flying equipment, and parachutes;

c. Send only enlisted men who shall have completed all smallpox, typhoid, tetanus, yellow fever, and such other immunization as may be required for service in the country of destination and countries en route thereto;

d. That each enlisted man be provided with six (6) prints of regulation size passport photographs, and have in his possession birth certificate, naturalization certificate, or certificate from his Commanding Officer stating his place of birth in the United States as shown on his service record. In the case of a naturalized citizen, it is essential that the naturalization certificate accompany the enlisted man or be sent by Air Mail direct to the enlisted man c/o of the Commanding Officer, Army Air Base, Hensley Field, Dallas, Texas, so as to arrive thereat not later than the date on which the enlisted man is scheduled to report. Enlisted men who are unable to comply with the above requirement will not be detailed on this duty;

e. Report grades, names, and serial numbers of the enlisted men selected to the Chief of the Army Air Force, A-1 Section, Washington, D. C., in triplicate, by Air Mail letter, immediately upon selection.

5. Travel is necessary in the military service. Payment of a flat per diem of \$6.00 in lieu of subsistence while traveling by military aircraft is authorized. Payment of authorized monetary allowances in lieu of rations in accordance with the provisions of Table II, paragraph 2, AR 35-4520, as amended by Circular 90, W. D. 1941, while traveling by rail is authorized. FD 1402 P 3-06, 17-06, A 0410-2 QM 1628 P 61-07 A 0525-2. Send report of costs and copy of orders issued direct to the Fiscal Division, Office, Chief of the Air Corps.

m
RMK
57

By command of Lieutenant General ARNOLD:

Verbal instructions of Lt. Col.
Handy AAF, A-1 Section

Copies furnished:
Col. Handy - CO, Hensley

~~SECRET~~
~~RELAYED~~

T. M. BELSHE
Captain, Air Corps
Acting Assistant Air Adjutant General.

DECLASSIFIED
000 000

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

AAS

Received from the Office, Chief of the Air Corps the following document:
~~(SECRET, CONFIDENTIAL)~~

Addressed to: **CG, AFOS, Bolling Field, D. C.**

Subject: **Orders - Ecuadorian Mission.**

Type of Corres: **1st Lt (1-2) sending 1 airplane mechanic and 1 aviator to Maxwell Field thence to Ecuador**

Date: **2/7/42**

Basic Dated:

No. Incls.:

PLEASE ACCOMPLISH AND
RETURN IMMEDIATELY TO:

~~CONFIDENTIAL~~
Office, Chief of Air Corps.

Office of the Air Adjutant General
Room 3013
Nations Building

DATE RECEIVED: _____

BY _____
Name

Rank Branch

OFFICE OF: _____

OCAC NO. _____

W-6553, A.C.

RELEASED

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

Date MAR 3 1942

FROM: TO:

- Chief, A-3 Division
- Executive
- Air Defense Section
- Org. & Equip. Section
- Training Section
- Current & Misc. Section
- Operations Section
- Civil Aeronautics Section
- Ground Liaison
- Chief Clerk, A-3 Division

* * * * *

- Chief, A-1 Division
- Chief, A-2 Division
- Chief, A-4 Division
- Chief, AWP Division
- Air Adjutant General
- Sec'y Air Staff

- Information
- Coordination
- Comment
- Necessary Action
- File
- Note and Return
- Prepare Reply
- Primary Interest
- Recommendations

REMARKS:

A-3 Division
AIR STAFF

AAF-279-1

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

Date MAR 3 1942

FROM: TO:

- Chief, A-3 Division
- Executive
- Air Defense Section
- Org. & Equip. Section
- Training Section
- Current & Misc. Section
- Operations Section
- Civil Aeronautics Section
- Ground Liaison
- Chief Clerk, A-3 Division

* * * * *

- Chief, A-1 Division
- Chief, A-2 Division
- Chief, A-4 Division
- Chief, AWP Division
- Air Adjutant General
- Sec'y Air Staff

- Information
- Coordination
- Comment
- Necessary Action
- File
- Note and Return
- Prepare Reply
- Primary Interest
- Recommendations

REMARKS:

A-3 Division
 AIR STAFF

AAF-279-1

AAF/A-3
TAL/Ag
written 3/4/42

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DATE 11/11/03 BY 60322/UC/STP/STP

MEMORANDUM TO THE CHIEF OF THE AIR STAFF:

Subject: Transfer of C-45 Airplane from Commanding General
V Army Corps to Military Mission in Ecuador.

I. Discussion.

1. Reference is made to attached memorandum dated February 26, 1942 from G-2 to Chief of the Army Air Forces (Tab A) stating that the C-45 Beechcraft airplane which was assigned to the Military Mission to Ecuador had been damaged beyond repair and that a replacement airplane of this type is considered necessary for the success of this mission.

2. There is a C-45A airplane now at Eaker Field, Camp Beauregard, Louisiana, assigned to the Commanding General, V Army Corps, which is used very little and would meet this requirement.

a. In a two and one-half month period this airplane was flown only 7 hours although not out of commission. The Commanding General, V Army Corps, was not a passenger in the airplane during any of this time.

b. The Headquarters of the V Army Corps has been moved to Ft. Dix, preparatory to a move to an overseas station in approximately one month, and information received from the Commanding General, Third Army, in a telegram dated February 28 (Tab B), indicates that the airplane at Eaker Field has been abandoned by the Commanding General of the V Army Corps.

1157.1 Ecuador (E)

AIR STAFF COORDINATION							
C. of A. S.	SECRETARY	A. A. C.	A. S.	CHIEF	SECRET	STATISTICAL	

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~~SECRET~~
~~CLASSIFIED~~

II. Recommendations.

1. That the C-45A airplanes at Eaker Field be re-assigned to the Military Mission in Ecuador.
2. That these papers be returned to A-3 Division for action in this matter.

H. S. VANDENBERG
 Colonel, Air Corps
 Assistant Chief of the Air Staff, A-3

2 Incls.

- Tab A - Memo for C/AAF
 from G-2, subj. "Replacement
 of C-45 Beechcraft Arpl Assign'd.
 to the U.S. Military Mission to
 Ecuador.
 Tab B - Radio from CG 3d Army San
 Antonio, Texas 2/29/42

Dispatched
 MAR 8 1942
 AAG

HEADQUARTERS		ARMY AIR FORCES				COORDINATION				
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Sta-tistics
					<i>[Handwritten initials]</i>					
					<i>[Handwritten initials]</i>					

AAF-39

~~SECRET~~
See AG 452, Ecuador (2)

MID 210.68 Ecuador 2-5-42 (4-1-40)

C O P Y

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
MILITARY INTELLIGENCE DIVISION G-2
WASHINGTON

Feb 26, 1942

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Replacement of C-45 Beechcraft airplane
assigned to the United States Military
Mission to Ecuador.

1. The C-45 Beechcraft airplane assigned to the United States Military Mission was damaged beyond repair at Guayaquil, Ecuador, on February 2, 1942. The Office of the Chief of Army Air Forces received two copies of the cablegram, February 3rd, from Ecuador pertaining to this information.
2. At present this Mission has only a BC-2 airplane available with which to execute flights considered necessary to the success of this Mission.
3. The hazard of flying a single engined airplane in fog, clouds and rain over the Andes, jungles, and Pacific Ocean along the Coast of Ecuador and to and from the Panama Air Depot is obvious. With a bi-motored transport plane such as the C-45 type, capable of sustaining flight on one engine, this hazard was greatly reduced.
4. The following are flights considered necessary to the success of the mission:
 - a. Transport of personnel and supplies of the Mission within Ecuador and to and from the Panama Air Depot.
 - b. Transport of personnel and supplies of the American and Foreign observers assisting in the settlement of the Ecuador-Peru boundary dispute.
 - c. Transport within Ecuador of high ranking officials of the Ecuadorian Government such as, The Minister of Defense, The Commander in Chief of the Armed Forces, The Chief of the General Staff, The Commander of the Ecuadorian Navy, The Inspector of Ecuadorian Aviation, Senators, etc.

d. Transport of officers of the United States Base at Salinas to Quito and Guayaquil for the purpose of making courtesy visits, signing agreements and contracting for supplies.

e. Transport of the Military and Naval Attaches on inspection and reconnaissance missions, and upon request of the American Minister, the investigation of reports of secret landing fields alleged to have been built or in the process of being built within Ecuador.

f. Inspection of all airports and possible landing sites in Ecuador.

5. The above missions can only be performed by a suitable type of transport plane.

6. It is understood that the C-45 type airplane will not be in full production until some time in May.

7. It is requested that a C-45 type airplane or an airplane of similar performance be allocated to this Mission as soon as practicable.

For the A. C. of S., G-2:

RALPH C. SMITH
Colonel, General Staff,
Executive Officer, G-2.

/s/ T. E. RODERICK
Colonel, G.S.C.
Asst. Executive Officer, G-2

Air 44 4521 Ecuador (3)

C O P Y

WA 460 GA

TWX22 90 WD 1 EX PRY

CG THIRD ARMY SANANTONIO TEXAS FEB 28 1942 445 PM

CHIEF OF ARMY AIR FORCES

WASHINGTON DC

REQUEST THAT THE C DASH FORTY FIVE AIRPLANE NUMBER FORTY ONE DASH
EIGHTEEN SIX EIGHT WITH ENGINE NUMBERS LE FORTY ONE DASH FIVE FOUR SIX
NINE COMMA RE FORTY ONE DASH FOUR SEVEN EIGHT SEVEN COMMA NOW ASSIGNED
TO ESLERFIELD LOUISIANA FORMERLY USED BY GENERAL DALEY CG V ARMY CORPS
COMMA BE TRANSFERRED TO BROOKSPFIELD COMMA TEXAS FOR USE BY THIRE ARMY
HEADQUARTERS STOP THIS AIRPLANE WAS LEFT AT ESLERFIELD WHEN THE V
ARMY CORPS DEPARTED THAT STATION AND ITS USE IS URGENTLY NEEDED
BY THIS HEADQUARTERS END U-ONE

KHUEGER

END 509 PM ACK PLS

Alt Alt 452.1 Ecuador (3)

~~SECRET~~

DECLASSIFIED

DDI 100

8 Dec 6 10 1964

By: *[Signature]*

HBH/snr

(Air AG)

March 5, 1942.

MEMORANDUM FOR THE ADJUTANT GENERAL

1. It is requested that necessary orders be issued effecting the transfer of four (4) AT-6B airplanes to Ecuador substantially as follows:

a. It is desired that the Commanding General, Air Force Combat Command issue orders transferring to the Air Corps detachment, Bolling Field, D. C. four (4) enlisted men with qualifications as listed below, and ordering them from their present stations, to Hensley Field, Dallas, Texas reporting to Lieutenant B. B. Webb, Flight Commander, on March 18, 1942 for the purpose of participating in a flight from Hensley Field to Salinas, Ecuador and under direction of the U. S. Military Attache, to instruct Ecuadorian crews in the operation and maintenance of the airplanes and equipment; upon the completion of this instruction the enlisted men will return to the U. S. by military or commercial aircraft.

Two (2) enlisted airplane mechanics qualified to act as crew Chiefs for the AT-6B airplanes and to instruct Ecuadorian mechanics in the care and maintenance of the airplanes and engines.

One (1) enlisted radio mechanic qualified to maintain and to instruct Ecuadorian personnel in the maintenance of the radio equipment of the AT-6B airplanes.

One (1) enlisted armorer qualified in the care and maintenance of the armament equipment of the AT-6B airplanes, including bomb racks and to instruct Ecuadorian personnel in the maintenance thereof.

(1). The enlisted men selected should, if possible, be eligible for immediate tropical service by having had the following:

452.1 Ecuador (2)

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air ag 452.1 Ecuador (2)

SECRET

(a). Special physical examinations as prescribed in Paragraph 14 AR 40-100 prior to departure from home station.

(b). Revaccination with smallpox vaccine and completed all typhoid inoculations as required by AR 40-215 provided these have not been completed within twelve months prior to departure from continental United States.

(c). Vaccination with tetanus toxoid as directed in Circular letter, SGO, No. 24, April 16, 1941.

(d). Vaccination with yellow fever vaccine as directed in Circular letter SGO, No. 9, February 12, 1941.

(e). Vaccination with typhus and cholera vaccine.

(2). The four (4) enlisted men will take the necessary clothing for tropical wear, flying helmets and parachutes from their home stations. They will also obtain the following prior to departure from home station for the purpose of obtaining passports in Dallas.

Two (2) Passport Photos of not less than $2\frac{1}{2}$ " x $2\frac{1}{2}$ " nor more than 3" x 3" on light background showing head and shoulders. Back of photos should not be glazed.

One (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 War Department records. A charge of one dollar is made for which reimbursement may be obtained by submitting form 1012.

h. It is desired that orders be issued substantially as follows:

(1). The officers listed below will proceed from their present stations to Hensley Field, Dallas, Texas, by rail, reporting to the A. C. Representative, North American Aviation Inc. of Texas, Hensley Field, Dallas, Texas, on March 12, 1942, in order to obtain four (4) AT-5B airplanes allocated to the Ecuadorian Government. Flight equipment including parachutes will be taken from home station.

-2-

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SECRET

Ecuador Pilots

- 1st Lt. Byron B. Webb.....O-22197
Kelly Field, Texas
- 2nd Lt. William P. Breunig.....O-437189
Kelly Field, Texas
- 2nd Lt. James S. Brown.....O-437190
Kelly Field, Texas
- 2nd Lt. Olaf L. Larson.....O-429525
Bolling Field, D. C.

The above officers with four (4) enlisted men will constitute a flight equipped with four (4) AF-5B airplanes. Lt. Byron B. Webb is designated as Flight Commander. Separate orders have been issued for the transfer of four (4) enlisted men from their present stations to Hensley Field. They will report to Lt. Webb, Flight Commander at Hensley Field on March 12, 1942.

(2). The Flight Commander will expedite the preparation of passport applications by having all personnel in the flight appear before the Clerk of the United States District Court, Dallas Texas and complete the forms necessary to obtain passport.

(a). The following are required:

For officers:

Two (2) Passport Photos of not less than 2 1/4" x 2 1/4" 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. A charge of one dollar will be made, reimbursement may be obtained by submitting form 1012.

For enlisted men:

Two (2) Passport Photos (same as required for officers).

Including ~~one~~ 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 War Department records. A charge of one dollar is made for which reimbursement may be obtained by submitting

SECRET

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form 1012.

Arrangements will be made by the Flight Commander with the Clerk, United States District Court, Dallas, Texas, to have completed passports sent to Duncan Field, San Antonio, Texas.

(3). The flights will proceed from Hensley Field, Dallas, Texas to Salinas Airport, Ecuador at the earliest practicable date for the purpose of ferrying, and, under the direction of the U. S. Military Attache, to instruct Ecuadorian-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.

(4). 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 procedures in the countries enroute, fuel facilities, radio aids and approach procedures required for entrance into the Caribbean Defense Command. 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.

(5). 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 Ecuador. Appropriate information required for the flight south of Panama will be obtained from the Caribbean Defense Command.

(6). 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

~~SECRET~~

~~SECRET~~

San Salvador, El Salvador
Managua, Nicaragua
San Jose, Costa Rica
David, Panama
Albrook Field, Panama
Turbo, Colombia
Cali, Colombia
Quito, Ecuador
Salinas, Ecuador

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.

(7). Upon arrival in Ecuador the flight will come under the control of the U. S. Military Attache accredited to Ecuador.

(8). The U. S. Military Attache with the approval of the Government of Ecuador, will determine when Ecuadorian crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment. The Flight Commander will advise and consult with the Military Attache and with the Chief of the U. S. Military Aviation Mission to Ecuador and undertake to insure, in so far as he is able, that the Ecuadorian personnel are competent in the operation and maintenance of the equipment, before the instruction is deemed sufficient.

(9). Diplomatic arrangements with countries enroute have been made by the state department for this flight.

(10). 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.

(11) 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 h AR 36-320.

(12) A telegraphic report will be submitted daily to the Chief of AAF giving pilots name, number of airplanes, place remaining overnight and estimated destination the following night.

- (13) a- Travel of officers is chargeable to:
Travel of the Army FD 1402 P6-06 AO 410-2
b- Travel of enlisted men is chargeable to:
Travel of the Army FD 1402 P7-06 AO 410-2

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2. It is desired that the following be included in the distribution of the above orders:

- Ass't Chief of Staff A-1
- Ass't Chief of Staff A-2
- Ass't Chief of Staff A-4
- Ass't Chief of Staff ANPD
- Ass't Chief of Staff G-2, WDGS
- Ass't Chief of Staff WPD, WDGS
- Military Attache, Quito, Ecuador
- CO, Caribbean Defense Command
- CO, San Antonio Air Depot, Duncan Field
- Air Corps Representative, North American Aviation Inc., Dallas, Texas
- CO, Air Force Combat Command
- Chief of Air Corps
- Chief of Finance
- Each officer named in order.

For the Chief of the Army Air Forces:

HENRY B. ROHMAN,
 Captain, A. G. D.,
 Assistant Air Adjutant General.

Dispatched
 MAR 6 1942
 AAG

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

~~SECRET~~

As 28 452-1 Ecuador (2)

DECLASSIFIED
DD FORM 137
1 JUN 60 (REV 1954)
16, Case 102476

~~SECRET~~
HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

File No.
Tally No. AAF 4-3/1-8

SUBJECT: Transfer of 4 AT-6B Airplanes to Ecuador.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-3 DLP-gam
1	AAF A-3	AAF AAG	1942 3/2	<p>I. It is desired that the Commanding General, Air Force Combat Command issue orders transferring to the Air Corps detachment, Bolling Field, D. C. four (4) enlisted men with qualifications as listed below, and ordering them from their present stations, to Hensley Field, Dallas, Texas reporting to Lt. E. B. Webb, Flight Commander, on March 16, 1942 for the purpose of participating in a flight from Hensley Field to Salinas, Ecuador and under direction of the U. S. Military Attache, to instruct Ecuadorian crews in the operation and maintenance of the airplanes and equipment; upon the completion of this instruction the enlisted men will return to the U. S. by military or commercial aircraft.</p> <p>(1) Two (2) enlisted airplanes mechanics qualified to act as crew chiefs for the AT-6B airplanes and to instruct Ecuadorian mechanics in the care and maintenance of the airplanes and engines.</p> <p>One (1) enlisted radio mechanic qualified to maintain and to instruct Ecuadorian personnel in the maintenance of the radio equipment of the AT-6B airplanes.</p> <p>One (1) enlisted armorer qualified in the care and maintenance of the armament equipment of the AT-6B airplanes, including bomb racks and to instruct Ecuadorian personnel in the maintenance thereof.</p> <p>(1.) The enlisted men selected should if possible, be eligible for immediate tropical service by having had the following:</p> <p>(a.) Special physical examinations as prescribed in Paragraph 14, AR 40-100 prior to departure from home station.</p> <p>(b.) Revaccination with smallpox vaccine and completed typhoid inoculations as required by AR 40-215 provided these have not been completed within</p>	

*Change effective date to 11/12/42
DLP-gam*

Correct 01/28

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

Page No. 1

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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 4-3/1-8

SUBJECT: Transfer of 4 AT-6B Airplanes to Ecuador.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-3 DLP-gam
				<p>twelve months prior to departure from continental U. S.</p> <p>g. Vaccination with tetanus toxoid as directed in Circular letter, SGO, No. 32, April 16, 1941.</p> <p>g. Vaccination with yellow fever vaccine as directed in Circular letter SGO, No. 9, February 12, 1941.</p> <p>g. Vaccination with typhus and cholera vaccine.</p> <p>2. The four (4) enlisted men will take the necessary clothing for tropical wear, flying helmets and parachutes from their home stations. They will also obtain the following prior to departure from home station for the purpose of obtaining passports in Dallas.</p> <p>2 Passport Photos of not less than 2 1/2" x 2 1/2" nor more than 3" x 3" on light background showing head and shoulders. Backs of photos should not be glazed.</p> <p>One 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 War Department records. A charge of one dollar is made for which reimbursement may be obtained by submitting form 1012.</p> <p>II. It is desired that orders be issued substantially as follows:</p> <p>1. The officers listed below will proceed from their present stations to Hensley Field, Dallas, Texas, by rail, reporting to the A. C. Representative, North American Aviation Inc. of Texas, Hensley Field, Dallas, Texas, on Mar. 16, 1942, in order to obtain four (4) AT-6B airplanes allocated to the Ecuadorian Government. Flight equipment including parachutes will be taken from home station.</p>	

(Do not use reverse side)

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

Page No. 2

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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 4-5/48

SUBJECT: Transfer of 4 AT-6B Airplanes to Ecuador.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-3 DLP-gam
				<u>Ecuador Pilots:</u>	
				1st Lt. Byron B. Webb.....0-22197 Kelly Field, Texas	
				2nd Lt. William P. Breunig....0-437189 Kelly Field, Texas	
				2nd Lt. James S. Brown.....0-437190 Kelly Field, Texas	
				2nd Lt. Olaf L. Larson.....0-429525 Bolling Field, D. C.	
				The above officers with four (4) enlisted men will constitute a flight equipped with four (4) AT-6B airplanes. Lt. Byron B. Webb is designated as Flight Commander. Separate orders have been issued for the transfer of four (4) enlisted men from their present stations to Hensley Field. They will report to Lt. Webb, Flight Commander at Hensley Field on March 16, 1942.	
				2. 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. The following are required:	
				<u>For officers</u> 2 Passport Photos of not less than 2 1/2" x 2 1/2" 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. A charge of one dollar will be made, reimbursement may be obtained by submitting form 1012.	
				<u>For enlisted men</u> 2 Passport Photos (same as required for	

~~SECRET~~

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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 4-5/48

SUBJECT: Transfer of 4 AT-6B Airplanes to Ecuador.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-3 DLP-gam
				officers).	
				<u>One of the following:</u> Birth Certificate Baptismal Certificate Certificate from the Commanding Officer certifying as to validity of date and place of birth as shown on War Department records. A charge of one dollar is made for which reimbursement may be obtained 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 Fld., San Antonio, Tex.	
				1. The flights will proceed from Hensley Field, Dallas, Texas to Salinas Airport, Ecuador at the earliest practicable date for the purpose of ferrying, and, under the direction of the U. S. Military Attache, to instruct Ecuadorian-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.	
				4. 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 procedures in the countrys enroute, fuel facilities, radio aids and approach procedures required for entrance into the Caribbean Defense Command. Supervision of the flight between Duncan Fld. and Panama will be under the C.O., Duncan Field. The flight will not depart Duncan Fld. 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.	

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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 4/2/48

SUBJECT: Transfer of 4 AT-6B Airplanes to Ecuador.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-3 DLP-gam
				<p>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 Ecuador. Appropriate information required for the flight south of Panama will be obtained from the Caribbean Defense Command.</p> <p>7. Route to be flown will be as follows:</p> <p style="text-align: center;"><u>Route</u></p> <p style="text-align: center;">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 David, Panama Albrook Field, Panama Turbo, Colombia Cali, Colombia Quito, Ecuador Salinas, Ecuador</p> <p>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.</p> <p>7. Upon arrival in Ecuador the flight will come under the control of the U. S. Military Attache accredited to Ecuador.</p> <p>8. The U. S. Military Attache with the approval of the Government of Ecuador, will determine when Ecuadorian crews have been sufficiently instructed in the operation and maintenance of the airplanes and equipment. The flight Commander will advise and consult with the</p>	

SECRET

(Do not use reverse side)

7-4071, AC. Rev. 8/14/43

~~SECRET~~
 HEADQUARTERS ARMY AIR FORCES
 ROUTING AND RECORD SHEET

File No.
 Tally No. AAF 4-5//9

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

SUBJECT: Transfer of 4 AT-6B Airplanes to Ecuador.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-3 DLP-gm
				Military Attache and with the Chief of the U. S. Military Aviation Mission to Ecuador and undertake to insure, in so far as he is able, that the Ecuadorian personnel are competent in the operation and maintenance of the equipment, before the instruction is deemed sufficient.	
			+	9. Diplomatic arrangements with countries enroute have been made by the State Department for this flight.	
			+	10. 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.	
				11. 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 39-320.	
				12. A telegraphic report will be submitted daily to the Chief of AAF giving pilots name, number of airplane, place remaining overnight and estimated destination the following night.	
			+	13. a. Travel of officers is chargeable to: Travel of the Army FD L402 P9-06 AC 410-2	
				b. Travel of enlisted men is chargeable to: Travel of the Army FD L402 P7-06 AO 410-2	
			+	III. It is desired that the following be included in the distribution of the above orders:	
				Ass't Chief of Staff A-1 Ass't Chief of Staff A-2	

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

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Page No. 6

~~SECRET~~
 HEADQUARTERS ARMY AIR FORCES
 ROUTING AND RECORD SHEET

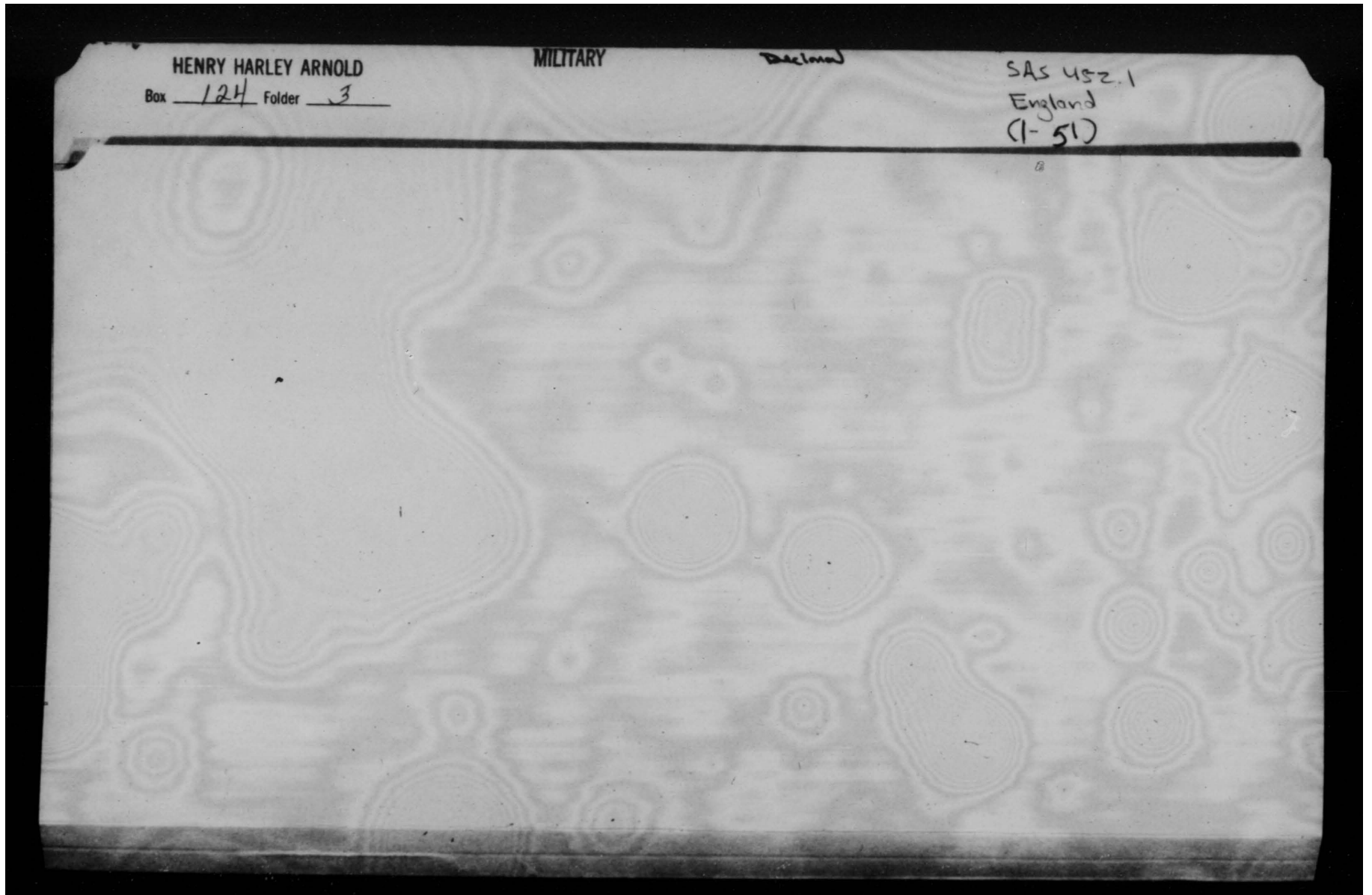
File No.
 Tally No. AAF 4-3/178

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

SUBJECT: Transfer of 4 AT-6B Airplanes to Ecuador.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-3 DLP-gm
				Ass't Chief of Staff A-4 Ass't Chief of Staff AWPB Ass't Chief of Staff G-2, WDGS Ass't Chief of Staff WPD, WDGS Military Attache, Quito, Ecuador CG, Caribbean Defense Command CG, San Antonio Air Depot, Duncan Field Air Corps Representative, North American Aviation Inc., Dallas, Texas. CG, AFCC Chief of Air Corps Chief of Finance Each officer named in order.	
	Concurrences: A. C. of A. S., A-1 A. C. of A. S., A-2 A. C. of A. S., A-4 A. C. of A. S., AWPB			(Handwritten initials and signatures)	
	Hq. Army Air MAR 8 1942 AAF RECEIVED				H. S. V. C/A-3

~~SECRET~~



DECLASSIFIED
GPO 1974

CONFIDENTIAL

8 Jan 4 10 20 AM 1941
by ADP to: Date 012/76

CONFIDENTIAL

Subject: Aircraft for the British to use in America.

4-52-1 *Englund* (51)

2. AAF OGAC 11/13
C/AS

1. Noted.

AAF/A-3
EST-epb

3 Incls.

C. S.
C/AS

#1 Ltr to Gen. Arnold
frn A.H. Harris
9/5/41.

#2 Cy Ltr to CG/Bolling
Fld frn SAC Hq
9/26/41.

#3 Cy Ltr to CG/Bolling
Fld frn Mat Hq
11/3/41.

Dispatched
NOV 19 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- MPD	A. Insp.	Adret	Sten-tistic

CONFIDENTIAL

AAF-39

Am 452-1 Eng (51)

DECLASSIFIED
 DOD Ref
 8 Jan 63/100 100
 W. ALA. 10, Dec. 10/21/76

~~CONFIDENTIAL~~

DECLASSIFIED

SUBJECT: Aircraft for the British to use in America.

3. C/AC T & O 9/24
1. For necessary action.
 2. Upon verbal directive of Secretary to the Air Staff, I took the following action yesterday:
 - a. Received from Bolling Field information that C-45 No 40-181 (Squadron No.19) was ready and available.
 - b. Directed Bolling Field to set up this airplane for the exclusive use of Vice Air Marshal Harris or persons designated by him.
 - c. Directed Bolling to provide maintenance for the airplane and a crew chief to accompany the plane upon flights when desired by Vice Air Marshal Harris.
 - d. Informed Bolling that Vice Air Marshal Harris would provide his own pilots.
 - e. Telephoned Vice Air Marshal Harris' office and informed him of the action taken.
 - f. Reported to Secretary of Air Staff what action has been accomplished.
 3. It is suggested that Bolling be authorized to issue orders for the crew chief's travel. They now have such authority for crews of certain airplanes.
 4. Please follow this through and confirm in writing to Bolling.

Incl.n/c

M. S. F.
 Executive

(S-011) Chief 1941
 MOD/ms of Air
 T.&O. Corps 9-26

1. Par 4, Comment 3, has been complied with, and copy of letter from Chief of Air Corps to Commanding Officer, Bolling Field, is herewith attached.
2. It is recommended that the correspondence in this matter be forwarded to the Materiel Division for promulgation of instructions to all Air Corps stations on issue of gasoline and oil for subject airplane.

~~CONFIDENTIAL~~

G. E. S.
 Brig. General, A.C.
 Chief, T. & O. Div.

~~CONFIDENTIAL~~

SUBJECT: Aircraft for the British to use in America.

5. C/AC Mat.Div. 1941 9/29 1. For action recommended in Paragraph 2, Comment 4.

M. S. F.
 Executive
 FOR:mj
 (4-G-2)

6. CGAC CGAC 10/29
 MAT. C/AC

Instructions have been issued authorizing the issue of fuel, oil and other supplies and services to the crew chief for C45 airplanes number 40-181 by all Air Corps stations in accordance with request contained in Comment 5, per letter from this office to Bolling Field, dated November 3, 1941. Subject: "Issue of Fuel, Oil and Other Supplies and Services for C45 Airplane #40-181" copy attached.

1 Incl added
 Ltr. 11/3/41 (Oy.)

O. P. H.
 C/MAT.

7. C/AC AAF 1941 11/7
 C/AS

1. Forwarded.

ASB:br

M. S. F.
 Executive

~~CONFIDENTIAL~~

H 52.1 *Barry* (51)

6. OCAC OCAC 10/29
 MAT. G/AS

Instructions have been issued authorizing the issue of fuel, oil and other supplies and services to the aircraft for C45 airplane number 40-181 by all Air Corps stations in accordance with request contained in Comment 5, letter from this office to Bolling Field, dated November 3, 1941. Subject: "Issue of Fuel, Oil and Other Supplies and Services for C45 Airplane #40-181; copy attached."

1 Incl added
 Ltr. 11/3/41 (Cy.)

FORWARDED
 (4-4-42)

EXECUTIVE
ADMINISTRATIVE
INTELLIGENCE
MILITARY PERSONNEL
MILITARY PERSONNEL
PLANS
TRAINING SUPERVISOR
RECORDS & COMMUNICATIONS

Chas. E. Jones
 O. F. E.
 G/MAT.

6-72

40-181

COPY

ROUTING AND RECORD SHEET

SUBJECT: AIRCRAFT FOR THE BRITISH TO USE IN AMERICA.

1. General Colonel 9/8
Arnold Meyers 1941

As they have given us aircraft in England for our use, why can't we just as a swap give them a Beechcraft?

Incl: Conf.&Pers.
Ltr to Gen.Arnold

From A.M. Harris 9/5 w/any

H.H.A.

AAF/A-3
HSV-ds

2. AAF OCAC 9/19
G/AS

1. It is desired to have one of the C-45 series airplanes now allocated to the Bolling Field pool turned over for use of Air Marshal A. T. Harris. Necessary arrangements should be made to enable him to obtain United States Army Air Corps fuel for this airplane. It is suggested that some such means be evolved as permitting the crew chief, or an officer, to sign for this fuel at the various Air Corps stations that the Air Marshal may stop.

2. It is also desired that an answer to the inclosed letter to General Arnold from Air Marshal Harris be prepared in that connection.

CS

Incl: m/s (except any withdrawn)

G/AS

3. C/AC T & O 9/24

1. For necessart action.
2. Upon verbal directive of Secretary to the Air Staff, I took the following action yesterday:
 - a. Received from Bolling Field information that C-45 No 40-181 (Squadron No. 19) was ready and available.
 - b. Directed Bolling Field to set up this airplane for the exclusive use of Vice Air Marshal Harris or persons designated by him.
 - c. Directed Bolling to provide maintenance for the airplane and a crew chief to accompany the plane upon flights when desired by Vice Air Marshal Harris.
 - d. Informed Bolling that Vice Air Marshal Harris would provide his own pilots.
 - e. Telephoned Vice Air Marshal Harris' Office and informed him of the action taken.
 - f. Reported to Secretary of Air Staff what action has been accomplished.

COPY

ROUTING AND RECORD SHEET

SUBJECT: Aircraft for the British to Use in America

3 C/AC TMO 9/24
(Cont)

3. It is suggested that Bolling be authorized to issue orders for the crew chief's travel. They now have such authority for crews of certain airplanes.

4. Please follow this through and confirm in writing to Bolling.

/s/ M. S. F.
Executive.

Incl. n/c

4. (3-111) Chief 1941
MOD/ms of Air 9-26
T. & O. Corps

1. Par 4, Comment 3, has been complied with, and copy of letter from Chief of Air Corps to Commanding Officer, Bolling Field, is herewith attached.

2. It is recommended that the correspondence in this matter be forwarded to the Materiel Division for promulgation of instructions to all Air Corps stations on issue of gasoline and oil for subject airplane.

G. E. S.
Brig. General, A. C.
Chief, T. & O. Division

5. C/AC Mat. Div. 1941
9/29

1. For action recommended in Paragraph 3, Comment 4.

M. S. F.
Executive.

ci-76

COPY

ROYAL AIR FORCE DELEGATION
(British Air Commission)

~~CONFIDENTIAL & PERSONAL~~

RELEASE

5th September, 1941.

Major General H. H. Arnold,
Deputy Chief of Staff,
War Department,
Washington, D. C.

My dear Arnold,

I discussed with you the difficulties being experienced in obtaining communication aircraft for this Mission. I am sure you will agree that such aircraft are essential if my training staff and I myself are to pay adequate attention to our trainees in this country, particularly at the Civil Schools.

Owing to certain criticisms which have been made it is our policy not to ask for the supply of any material under Lease-Lend terms intended for use within the United States. That being so, and unless you can assist us further in this matter, it means a further and serious drain on our very limited dollar resources if we have to purchase these communication aircraft.

In England we supply free three Proctor aircraft for the use of your Attaches and special observer group. In addition, the United States supply three aircraft. All these aircraft are housed free at Hendon and maintained in the first instance by American personnel; but workshop facilities and assistance in maintenance work of the heavier variety is provided by No. 24 Squadron as required. Furthermore, all fuel for these six aircraft and spares for the Proctors are supplied as a free issue.

That being so, I have to request that as an act of reciprocity you will consider the free supply and maintenance of one suitable aircraft for the communication purposes of my Mission. We may later have to ask for a second one.

You are the best judge of the most suitable type for the purpose in view, but, as you are aware, we have been negotiating up to date for either a twin-engined Beechcraft or a Cessna T.50.

As the work on which these aircraft will be employed will necessitate comparatively long flights, including trans-continental flights, you will agree I am sure that it should be fitted with the requisite comfort arrangements and navigational gear.

I should be much obliged if you will give me your views on the above proposals as soon as may be convenient, because the various negotiations already in hand must necessarily be held up in the interim.

Yours

RELEASE

A. T. HARRIS
Air Marshal.

61-986

COPY

(3-011)

September 26, 1941.

SUBJECT: Aircraft for the British to use in America

TO: Commanding Officer, Bolling Field,
Anacostia, D. C.

1. Upon verbal directive of Secretary of the Air Staff, a C-45 airplane from Bolling Field Pool will be assigned for the exclusive use of Air Marshal Harris (British Air Mission) or persons designated by him.
2. Airplane in question will be the C-45 airplane, serial number 40-181, now at Bolling Field.
3. Bolling Field will provide maintenance for subject airplanes and furnish a crew chief to accompany the same upon flights when desired by Air Marshal Harris.
4. Air Marshal Harris will provide his own pilots.
5. The Commanding Officer, Bolling Field, is authorized to issue orders for the crew chief's travel.

By order of the Chief of the Air Corps:

Ralph F. Stearley,
Lt. Colonel, Air Corps,
Assistant Executive,
Training & Operations Division.

61-986

DECLASSIFIED
 8 Apr 2010
 By: [Signature] 12/70

DECLASSIFIED

AAF/A-2
 HDB/eb

December 26, 1941.

MEMORANDUM FOR: THE ASSISTANT CHIEF OF STAFF G-2

SUBJECT: Recommendation of Air Corps Observer in England.

1. Last summer, a large number of special observers were assigned to foreign duty, frequently on very short notice. Time did not always permit of special training in the technical features of their mission.
2. Comments were requested, and received, from the Commands and Divisions concerned. It was clear that there must be established an adequate program of personnel assignment and replacement in order to permit of prior plans being made so that special observers could be adequately trained before leaving this country, on original assignments or for replacements.
3. Steps are now being taken in this direction, as it is recognized as essential that sufficient training must be given observers in order to make their mission effective.

Martin F. Scanlon
 Brig. General, U. S. Army
 Assistant Chief of Air Staff G-2

1 Inclosure
 Memo for C/AAF fr AA⁴/S G-2, 9/2/41
 Above subject w/1 Incl.

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
				MFS						
				[Signature]						

AAF-39

By 221452.1, England (48)

MID. 580.42 Great Britain

DECLASSIFIED

DDO

8 Jan 4 20 10 1976

By ACAD/LE 10, Date 10/17/76

~~CONFIDENTIAL~~

WAR DEPARTMENT

WAR DEPARTMENT GENERAL STAFF
MILITARY INTELLIGENCE DIVISION G-2
WASHINGTON

September 2, 1941

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Recommendation of Air Corps Observer in England.

1. Report No. 43790, Military Attache, London, dated July 28, 1941, subject; Criticism of P-40 (Tomahawk) Airplane in England, a copy of which is inclosed, contains a number of recommendations as stated in paragraph 6 (b) and under Criticism of the Curtiss P-40 (Tomahawk).

2. Under the provisions of Ag 350.05 (12-2-40) M-B-M, December 3, 1940, subject, Initiation of action on Recommendations from Military Attaches, this recommendation is referred to your Division for action.

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

1 Inclosure - *In. A. London 43790-7/26/41 - ret. w/original cover.*

CC: Deputy Chief of Staff
Assistant Chief of Staff-G-3

~~CONFIDENTIAL~~

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

CONFIDENTIAL

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

DECLASSIFIED
DDG 1175
8 Jan. & 20 June 1974
By: *KAJ/UC, DAA/BJP/2*

File No.
Tally No. AAF

SUBJECT: Criticism of the P-40 (Tomahawk) Airplane in England.

NO.	FROM	TO	DATE	COMMENTS
1	A-2	AFCC, G-2	1941 9/11	<p style="text-align: right;">AAF/A-2 MCC-Jd-pa</p> <p>1. Attached hereto is a memorandum from G-2 to the Chief of the Army Air Forces dated September 2, 1941, with copy of M/A London Report #43790, July 28, 1941.</p> <p>2. Attention is invited to paragraphs 6(b.) and 6(c.) of M/A London report. Comments are requested.</p> <p style="text-align: right;">M.F.S. M. F. S. <i>ly Jones</i> Air Staff, A-2</p> <p>Coordination By: <i>jm</i></p> <p>2 Incls. as listed above. A-4 <i>(jm)</i></p>
2	AFCC G-2	A-2 Hq AAF	9/24	<p style="text-align: right;">Hq. AFCC (D-29)</p> <p>1. The recommendations in paragraphs 6 (b) and (c) are concurred in. Prior to their departure, Air Corps officers and men selected for servicing or maintenance duty should be informed of the specific nature of such duty, should be given what special training or instruction may be obtained on the equipment pertaining thereto and should be supplied with a complete file of all pertinent technical information.</p> <p>2. It is believed that the establishment of a program of personnel assignment and replacement would permit meeting the requirements of the recommendations in paragraph 1 above. Lack of such a program, or failure to adhere thereto, results in such a short period between selection and departure as to preclude any special preparations.</p> <p style="text-align: right;"><i>CWR</i> C. W. R. Chief of Staff.</p> <p>2 Incls.- No change.</p>

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Page No. _____

CONFIDENTIAL

W 4071, AC, Rev. 8/14/41
A-2 9/27
All 08452.1 England (46)

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

478

CONFIDENTIAL

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

SUBJECT: Criticism of the P-40 (Tomahawk) Airplane in England.

NO.	FROM	TO	DATE	DATA
3	AAF A-2	1. AAF A-1 2. AAF A-3 3. AAF A-4	1941 9/29	To note and return. 11-78 MCC-pa 2 Incls. n/c
4.	AAF A-4	AAF A-2	11/24	1. It is recommended that a directive be issued to the Chief of the Air Corps to place into effect the recommendations contained in paragraph 6 b and c of the basic MID Report. 2. This division concurs in those recommendations. 2 Incls. n/c EPS C/A-4 Mys

W-4071, AC, Rev. 8/14/41
Page No. 11/25

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

CONFIDENTIAL

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

SUBJECT: Criticism of the P-40 (Tomahawk) Airplane in England.

NO.	FROM	TO	DATE	COMMENTS
5.	AAF A-1	AAF A-3	1941 11-27	Noted. R.P.G. A-1 Incls. n/c
6	AAF A-3	AAF A-2	12/1	Concur with Comment 4. Incls. n/c KLN C/A-3

W-4071, AC, Rev. 8/14/41
Page No. _____

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DD Form

1 Jan 46 (Rev. 1-27-44)

10/10/50

CONFIDENTIAL

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Criticism of the P-40 (Tomahawk) Airplane in England.

1 A-2 APOC, 1941
O-3 9/11

AA7/A-2
MCC-36-pa

1. Attached hereto is a memorandum from O-3 to the Chief of the Army Air Force dated September 2, 1941, with copy of N/A London Report #43790, July 28, 1941.

2. Attention is invited to paragraphs 6(b.) and 6(e.) of N/A London report. Comments are requested.

Coordination By:

H. F. S.
Air Staff, A-2

2 Incls. as listed above. A-4 ()

452.1 England
AFB
}

Dispatched
SEP 18 1941
AAG

CONFIDENTIAL

in 452.1 England (48)

~~CONFIDENTIAL~~

WAR DEPARTMENT
War Department General Staff
Washington

DECLASSIFIED
DDG 100

0 Jan 6 10 1979
BY: ALJ/LC 100 10/12/76

September 2, 1941

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Recommendation of Air Corps Observer
in England.

1. Report No. 43790, Military Attache, London, dated July 28, 1941, subject, Criticism of P-40 (Tomahawk) Airplane in England, a copy of which is inclosed, contains a number of recommendations as stated in paragraph 6 (b) and under Criticism of the Curtiss P-40 (Tomahawk).
2. Under the provisions of AG 350.05 (12-2-40) M-B-M, December 3, 1940, subject, Initiation of action on Recommendations from Military Attaches, this recommendation is referred to your Division for action.

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

1 Inclosure

CC: Deputy Chief of Staff
Assistant Chief of Staff-G-3

COPY

DECLASSIFIED

~~CONFIDENTIAL~~

CONFIDENTIAL

DECLASSIFIED

DOD INS.

8 JAN 6 20 1976

By *K. J. ...* 10/12/76

Criticism of the P-40 (Tomahawk) Airplane in England.

AAF/A-2
MCC-jd-pc

1 A-2 AFCC, 1941
G-2 9/11

1. Attached hereto is a memorandum from G-2 to the Chief of the Army Air Forces dated September 2, 1941, with copy of M/A London Report #43790, July 28, 1941.

2. Attention is invited to paragraphs 6(b.) and 6(c.) of M/A London report. Comments are requested.

Coordination By:

M. F. S.
Air Staff, A-2

2 Incls. as listed above.

A-4 ()

Dispatched
SEP 18 1941
AAG

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

CONFIDENTIAL

AAF-39

air 452.1 England 43

~~CONFIDENTIAL~~

DECLASSIFIED

DATE

BY

10/12/70

WAR DEPARTMENT
War Department General Staff
Washington

September 2, 1941

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Recommendation of Air Corps Observer
in England.

1. Report No. 43790, Military Attache, London, dated July 28, 1941, subject, Criticism of P-40 (Tomahawk) Airplane in England, a copy of which is inclosed, contains a number of recommendations as stated in paragraph 6 (b) and under Criticism of the Curtiss P-40 (Tomahawk):
2. Under the provisions of AG 350.05 (12-2-40) M-B-M, December 3, 1940, subject, Initiation of action on Recommendations from Military Attaches, this recommendation is referred to your Division for action.

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

1 Inclosure

CC: Deputy Chief of Staff
Assistant Chief of Staff-G-3

COPY

~~CONFIDENTIAL~~

AAF/A-4
MFS/

Written September 18, 1941.

SEP 23 1941

Air Marshal A. T. Harris,
Royal Air Force Delegation,
British Air Commission,
Box 778, Benjamin Franklin Station,
Washington, D. C.

My dear Harris:

I refer to your letter of September 11, 1941, in which you discuss the expansion of heavy bomber production and the possible results to be obtained by converting light and medium bomber facilities.

The Air Corps is now making a comprehensive study of means and methods of increasing heavy bomber production with a view to obtaining the maximum production at the earliest possible date. It is anticipated that this will be obtained by expansion of present heavy bomber facilities and the construction of new plants. Present indications are that it probably will not be necessary nor be to any advantage to cancel existing contracts and planned production for medium and light bombers.

This matter is being vigorously pushed so as to place into effect the increased bomber plan at the earliest possible date.

Sincerely yours,

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

gwd

Letter, dated September 11, 1941, addressed to Gen. Arnold in Central Files. *from Air Marshall Harris.*

Dispatched
SEP 23 1941
AAG

Copy for Air Adjutant General.

452:1 Eng. (42) B

GE IS DECLASSIFIED IAW F

AAG:

Col. Walker
says this
should be
filed your place
or Gen. Arnold's
office.

AWP

GE IS DECLASSIFIED IAW F

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

Date _____

TO:

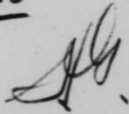
- Lt. Col. George.....
- Lt. Col. Walker.....
- Lt. Col. Craig.....
- Lt. Col. Anderson.....
- Capt. Oscanyan.....
- Chief Clerk.....
- .MAJ. GILLESPIE.....
- .CAPT. TAYLOR.....
- .MAJ. HANSEN.....
- .MR. BALCHEN.....

FOR: CAPT. CARLSON

Deaths :

For file with

AWPD-2



A-W.P. DIVISION

X-225-E, A.C.

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

Date Sept 3

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
- Inspector, Army Air Forces
- Adjutant General, Army Air Forces
- A.F. Files

*To be used in
 connection with your
 study of our requirements
 & discussions of England
 Russia, etc.*

AV

A. W. VANAMAN,
 Lt. Colonel, Air Corps,
 Secretary of the Air Staff.

AAF-63-A.

WAR DEPARTMENT
Chief of the Army Air Forces

Date 9/3/41

TO:

- Chief of Air Force Combat Command
 Chief of the Air Corps
 Chief of the Air Staff
 Secretary of the Air Staff
 Adjutant General, Army Air Forces

FOR:

- Comment or Concurrence
 Coordination
 Direct Reply
 Draft of Reply
 File
 Necessary Action
 Note and Return
 Preparation of Study
 Remark and Recommendation
 Your Information

REMARKS: For use in connection with
study being prepared.

HHH.

ACTION DESIRED BY: _____

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

X-57-C, A.C.

Avn 24 452-1 Eng (42) 9/3

ARC 31 (RAF)

TELEPHONE HOBART 1840

BOX 772
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

ROYAL AIR FORCE DELEGATION
(BRITISH AIR COMMISSION)

~~CONFIDENTIAL~~ & PERSONAL.

YOUR REF:

OUR REF:

2nd September, 1941.

DECLASSIFIED
JCS Memo
2 Jan. 1975
By abn/LC; Date 12/1/76

DECLASSIFIED
UCD PPL
8 Jan. 6 2010
By abn/LC; Date 12/1/76

Major General H. H. Arnold,
Deputy Chief of Staff,
War Department,
Washington, D.C.

My dear *Arnold*

In reply to your letter of August 29th on the question of transferring production from light to heavy bombers, I know that Portal and Freeman are both strongly in favour of this transfer being made if any considerable increase in heavy bomber production could be brought about by it.

The position is that production forecasts show a very large deficit in heavy and medium bombers to which I drew attention in my letter to you dated August 19th. This is very slightly offset by a small eventual surplus of light bombers which would materialise only if the heavy and medium situation were greatly improved. Failing such an improvement there will be a deficit all round since we shall be compelled unwillingly to substitute light for heavy bombers in our expansion programme in spite of unanswerable objections on grounds of strategy, man-power and aerodrome accommodation.

What has happened, I think, is that B.A.C. and M.A.P. have assumed that the loss of light bombers involved in transferring production would be so great as to offset any possible gain in heavies, and that the transfer would therefore be unjustified. This may possibly be correct, but I am not convinced of it myself, and am certain that Portal would not wish to abandon the project until it is definitely known to be not worth while. He would, I know, be prepared to contemplate a certain sacrifice of light bombers to get more heavies.

I suggest, therefore, that the effort involved in investigating the extent to which such a transfer could be made effective and the exact return in heavy bombers which might be expected for the sacrifice of light bomber production on a large scale would be fully justified, and hope that steps may be taken to have such an investigation carried out as soon as it can be arranged. I am letting Portal know at once the substance of your letter and of my reply to it.

Yours *en*
A. T. Haynes

Confidential

452.1 England 42

10-9(4/4)

air 452.1 Eng. 42 9/2

August 29, 1941

Air Marshal A. T. Harris,
British Air Commission,
Box 772, Benjamin Franklin Station,
Washington, D. C.

Dear Harris:

We are still working more or less at cross purposes with regard to production of heavy bombers. When I was in London, both Portal and Freeman stated that if it were necessary or if the production of heavy bombers could be improved by curtailing production of light bombardment, that step should certainly be taken.

On my return here to Washington I found the BAC very much opposed to any such step, and purportedly they cabled or talked to England to find out what the English view was. Who they talked to I do not know, but anyhow it became very doubtful apparently in the minds of the representatives of the BAC that any such step should be taken. Here recently I received another letter which certainly infers, and from the way I read it, Portal comes out definitely with the statement that he believes that if curtailment of light bombers will improve production of heavy bombers, such a step should be taken.

Isn't there some way that we can all talk the same language in this regard so that we can work on the problem? I don't know whether curtailment of light bombardment will help out or not. Certainly it will save that much material, save that many man-hours and it might be possible in certain instances to transfer the effort of one type to the other, but there is no use in going ahead with all this study if production of both the light and the heavy bombers are going to be requested by your people. Personally I do not believe we will ever be able to get both in the quantities desired.

Please let me have your ideas on this subject.

Sincerely yours,

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

*This copy
sent to
Miss Edith... Nov. 20 1941*

DECLASSIFIED
DDO HRS
6 Jan 6 20 June 1991
By: [unclear] AG: [unclear]

SECRET

GPC/1r (3-613)
WAR DEPARTMENT

FROM	WAR DEPARTMENT
BUREAU	Air Corps
DIVISION	T & O

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

SEPTEMBER 17 1941

MILITARY ATTACHE,
AMERICAN EMBASSY
LONDON, ENGLAND

..... RE YOUR TWO NINE ONE SEPTEMBER SUCCEED SHIPMENT PHOTOGRAPHIC
EQUIPMENT INVENTORY TEST WILL BE MADE AFTER OCTOBER FIFTEENTH STOP
HEADQUARTERS RAF MIDDLE EAST COMMAND CAIRO WILL BE ADVISED OF
CONSIGNMENT AND DATE SHIPPED END

ADAMS
~~ATTACHE~~
~~EXECUTIVE~~

452-1-209-41

Disseminated
SEP 17 1941
AAG

SECRET

AW 10452 (2-8-41)

~~SECRET~~

August 28, 1941.

Brigadier General Ralph Hayes,
c/o The American Embassy,
London, England.

Dear Ralph:

The two secret papers, "Production of Heavy Bombers in the United States of America" and "Operational Requirement of the Heavy Bomber", and their many most secret supporting charts and tables have been received and digested by a limited group in the Air Staff. Most of the statements and principles in these papers bear directly on our plans for future courses of action within the Army Air Forces. These data also contain many valuable details which have not previously been available to the Air Staff.

A summary of this material is being prepared for General Marshall for his use as reference data and as a basis for future discussions on the heavy bomber subject both here and with the British.

Your efforts in obtaining and in forwarding these data are sincerely appreciated.

Yours truly,

H. H. ANNELD,
Major General, United States Army,
Chief of the Army Air Forces.

452.1 Eng. (40)

DECLASSIFIED
DOD IAW
8 Jan 20 20 June 1974
By *ALC*: DMR 10/12/76

~~SECRET~~

~~SECRET~~

~~SECRET~~

CS

written Sept. 2, 1941

SEP 3 1941

Brig. General Ralph Hayes,
Asst. Military Attache,
American Embassy,
London, England.

Dear Hayes:

Receipt is acknowledged of your letter dated August 22, 1941, with the copy of your memorandum for the Ambassador, on the subject of heavy bombers.

This matter is being given our full attention at this time.

Sincerely,

H. H. Anneld
H. H. ANNELD,
Major General, U. S. A.,
Chief of the Army Air Forces.

452.1 Eng. (39) B

Despatched
SEP 4 1941
AAG

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

~~SECRET~~

DECLASSIFIED IAW EO 13526
DOD IAW
8 Jan 20 20 June 1974
By *ALC*: DMR 10/12/76

SECRET

August 29, 1941.

Brigadier General Ralph Hayes,
Military Air Attache,
American Embassy,
London, England.

Dear Hayes:

Receipt is acknowledged of your letter dated August 20th, and also the data sent under separate cover. The Air Staff has analyzed all this data carefully.

All the emphasis possible is now being placed on heavy bomber production.

With best personal regards, I am,

Sincerely,

H. H. ANGLD,
Major General, U.S.A.,
Chief of the Army Air Forces.

Dispatched
AUG 29 1941
AAG

COPY FOR OCS

DECLASSIFIED
DOD ltra.

8 Jan. & 20 June 1974
By *[Signature]*, LC: Date *12/1/76*

SECRET

SECRET

AA7 25
CS

DECLASSIFIED
DOO 808
8 Jan. & 20 June 1974
SP-1000-10, 1000-21070

August 29, 1941.

Q14 001 H52.1 Aug 29

**Brigadier General Ralph Royce,
Military Air Attache,
Astonian Embassy,
London, England.**

Dear Royce:

Receipt is acknowledged of your letter dated August 28th, and also the data sent under separate cover. The Air Staff has analyzed all this data carefully.

All the emphasis possible is now being placed on heavy bomber production.

With best personal regards, I am,

Sincerely,

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

Dispatched to 5 for Pouch
AUG 29 1941
AAG

8/29 Copy & basic to Miss Adkin

one

~~SECRET~~

PARAPHRASE OF SECRET cablegram from General Royce, London
July 28, 1941. No. 1805

For Arnold. It has been stated by Air Marshal Linnell that development of pressurization of cabins has now reached the stage where it would be very helpful to both countries for a consultation to be held with the United States officer most expert in that line. He has requested, if possible, that such an officer be sent to England for about 10 days. Recommendation is made that this request be granted. Information upon action taken requested.

ROYCE

COPY

452.1 Eng. 38

~~SECRET~~

DECLASSIFIED
DOO 103
8 Jan. 6 20 June 1974
By: AUSA/IC, Des/1012/bc

EXACT COPY
ACTION COPY
CABLEGRAM

EHB/bjs - 1712

AUGUST 28, 1941

AG 210.68 (8-28-41) MC
FROM LONDON
TO AQWAR

NO. 249 AUGUST 28TH

INFORMATION REQUESTED REGARDING ACTION OUR EIGHTEEN ZERO FIVE REFERENCE OFFICER FOR CONSULTATION REGARDING PRESSURE CABINS

ROYCE

COPY

452.1 Eng. 38

~~SECRET~~

~~SECRET~~
RECLASSIFIED

DECLASSIFIED
DOO 1175
8 Jan. & 20 June 1974
By DAVID W. DAVIS/170

SEP 4 1941

MEMORANDUM FOR: The Adjutant General
SUBJECT: Transmittal of Collagram

It is requested that the attached collagram, classification ~~SECRET~~, and paraphrased below, be transmitted to Special Army Observer, London, England.

"For Report reference year 1940 and 1941. On and Chief of Aircraft Laboratory from Wright Field for consultation if detail not to exceed 10 days and officer positively returned in that time. Highest priority projects have employing our available presentation specialists."

452.1 Eng 1
38

For the Chief of the Army Air Forces

WILLIAM W. DICE
Lt. Col., A.G.D.
Air Adjutant General

1 Incl.
cable to SPOBS

Dispatched
SEP 4 1941
AAG

~~SECRET~~
RECLASSIFIED

452.1 Eng 38

DECLASSIFIED
EOD 175
8 Jan. & 29 June 1974
By: SP10/10/10 Date: 10/12/76

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

August 29, 1941.

Air Marshal Harris,
1424 - 16th Street, N. W.,
Washington, D. C.

Dear Harris:

Please advise at your earliest convenience the number and types of airplanes you desire be flown across the proposed South Atlantic Route.

The final action, to provide bombay or auxiliary tanks for the Martin 187, Douglas DB-7 and the Vega (Lockheed) Ventura to give them sufficient range, is dependent upon this information.

*Already
sent by you ~~annul.~~*

45 21 August 1941 (32)



DECLASSIFIED
CONFIDENTIAL

AAF/AC

CFD

DECLASSIFIED

DDI 100

8 Jan. & 20 June 1974

By 22/11/74 JC, Date 10/12/74

~~CONFIDENTIAL~~

~~SECRET~~

Air Marshal Swain,
2424 - 24th Street, N. W.,
Washington, D. C.

Dear Air Marshal Swain:

Please advise at your earliest convenience the number and types of airplanes you desire to fly across the proposed South Atlantic Route.

In this connection you are no doubt aware of the fact that over-water distances on that route is such that fabrication and installation of auxiliary (auxiliary tank or wing) tanks will be necessary to provide sufficient fuel capacity on the Martin 187, Douglas DC-7 and the Vega (Lockheed) Ventura.

CFD

COPY FOR GENERAL ARNOLD
ROOM 2018.

~~CONFIDENTIAL~~

CONFIDENTIAL

Originally written in A-f
Rewritten: AAF/AS
CED

DECLASSIFIED
DDI:mas
8 Jan 6 20 June 1976
By: AAF/AS, Date: 10/12/76

RELEASED

August 29, 1941.

Air Marshal Harris,
1424 - 14th Street, N. W.,
Washington, D. C.

Dear Harris:

Please advise at your earliest convenience the number and types of airplanes you desire to fly across the proposed South Atlantic Route.

The final action, to provide backup or auxiliary tanks for the Martin 187, Douglas 18-7 and the Vega (Lockheed) Ventura to give them sufficient range, is dependent upon this information.

cmc

HEADQUARTERS ARMY AIR FORCES - COORDINATION							
Chief of Staff	Secy Air Staff		A-4	A- WPD	A. Insp.	Budget	Sta- tistics
	621	CONF M&R in (4-B) to QCAC 8/25/41, Ferrying Range, British Aircraft, filed in Central Files.					

CONFIDENTIAL

AAF-29

Originally written in A-f
Rewritten: AAP/AS
GEB

DECLASSIFIED
500 hrs

~~CONFIDENTIAL~~

RELEASED

8 Jan. 40 20 June 1974

10/12/74

August 29, 1941.

Mr Marshall Harris,
1424 - 16th Street, N. W.,
Washington, D. C.

Dear Harris:

Please advise at your earliest convenience the number and types of airplanes you desire to fly across the proposed South Atlantic Route.

The final action, to provide backup or auxiliary tanks for the Martin 297, Douglas 1B-7 and the Vega (Lockheed) Ventura to give them sufficient range, is dependent upon this information.

cnc

CONF RER fm (4-B) to OCAC
8/25/41, Ferrying Range,
British Aircraft, filed in
Central Files.

~~CONFIDENTIAL~~

~~SECRET~~

DECLASSIFIED
DDO 110

8 Jan. 6 20 Jan. 1974
By AA/110 AC, Date 10/12/70

~~SECRET~~

AUG 20 1941

RECIPIENT FOR: The Adjutant General

SUBJECT: Transmittal of Telegram

It is requested that the attached telegram, paraphrased below, be sent to Military Attaché, American Embassy, London, England.

"Advice by cable action taken on following: Source and forward complete figures on aircraft production by type. For Super reference your 20."

For the Chief of the Army Air Forces:

WILLIAM W. DICK
Lt. Col., A.G.D.
Air Adjutant General.

1 Encl.
cable to R/A, London
A.G.No. 100

452.1 Encl. 33

~~SECRET~~
~~SECRET~~

Am 213 452.1 Encl. 33

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

Date Aug. 18/41

TO:

- ② ~~Chief of the Army Air Forces.~~
 ___ C.G., Air Force Combat Command.
 ___ Chief of the Air Corps.
 ___ Chief of the Air Staff.
 ① ~~Secretary of the Air Staff~~ *W*
 ___ A-1 Division.
 ___ A-2 Division.
 ___ A-3 Division.
 ___ A-4 Division.
 ___ Air War Plans Division.
 ___ Budget Section.
 ___ Statistics Section.
 ___ Air Inspector
 ___ A.F. Files

For information.

*Action copy has been sent
 to Chf. of A.C. to note and
 return for file in T. A. G. O.*

*Information copy also
 sent to A-2 and to Liaison
 Sec., Intel. Div., & Cof A.C.*

WWD
 WM. W. DICK,
 Lt. Col., A.G.O.
 Air Adjutant General.

A.A.F-10-A.

1/20

~~SECRET~~

DECLASSIFIED
DOO WTS

8 Jan. & 20 June 1974

~~By AC 1017, DC, Date 10/27/76~~

EXACT COPY

ACTION COPY

EHB/agh-1712

(HC)

DI 9

CABLEGRAM

AG 210,684 (8-18-41)MC

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

*Information
copy*

From LONDON

TO AGWAR

NO. 445 AUG 18th

FULL WHITTLE INFO GOING FORWARD TO YOU VIA NEQQT FERRY COMMAND

POUCH PD FOR ARNOLD.

ROYCE

EXACT COPY

of ACTION COPY

~~SECRET~~

5-1

air AG 452.1 Eng. (2)

~~SECRET~~

DECLASSIFIED
DOO RPS
8 Jan. & 20 June 1974
By: *AD/PA* 10/12/76

EXACT COPY
DI 5 Filed 2:36 PM
Oct. 2nd ACTION COPY
CABLEGRAM

AG 452 (10-2-41) MC EHB/bh - 1712
FROM: LONDON OCTOBER 2, 1941
TO: TAG
No. 582 October 2nd

FURTHER FLIGHTS WITH AIRACOBRA SHOW THAT POSITION OF GUNS IN
BRITISH MODEL AND ROTATING DRIVE SHAFT AFFECT COMPASS SO GREATLY
THAT ERRORS UP TO TWELVE DEGREES ARE ENCOUNTERED WITH CONSIDERABLE
VARIATION IN THE ERROR WITH VARIOUS SPEEDS OF DRIVE SHAFT PD FOR ARNOLD
PD SWITCHING ON AND OFF OF GUN SIGHTS ALSO AFFECTS COMPASS AS DOES ALSO
ACTUAL FIRING OF GUNS CMA AFTER WHICH COMPASS DOES NOT RETURN TO
FORMER POSITION PD EQPERIMENTS IN VARYING LOCATION OF COMPASS HAVE
NOT YET DISCLOSED A SOLUTION OF THIS PROBLEM PD HAS THIS TROUBLE
BEEN EQPERIENCED IN USA AND IF SO HAS ANY ATTEMPT BEEN MADE TO INSTALL
A REQOTE READING COMPASS IN THE TAIL QUERY SOLUTION OF THIS PROBLEM
WILL PROBABLY KEEP AIRACOBRA FROM BEING OPERATIONAL FOR SOMETIME PD
PRESENT REPORTS SHOW THAT ONE ONE TWELVE HAVE ALREADY LEFT US

452, 1 England (29)

ROYCE

Copy for Gen Arnold

OCT 2 - 1941 Action copy has been sent to Materiel Div. for necessary action incl. prep. reply.

~~SECRET~~

AG 452 (10-2-41) MC (29)

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

Date Aug. 18/41

TO:

- ② ✓ Chief of the Army Air Forces.
 C.G., Air Force Combat Command.
 — Chief of the Air Corps.
 — Chief of the Air Staff.
 ① ✓ Secretary of the Air Staff *W.D.*
 — A-1 Division.
 — A-2 Division.
 — A-3 Division.
 — A-4 Division.
 — Air War Plans Division.
 — Budget Section.
 — Statistics Section.
 — Air Inspector
 — A.F. Files

For information.

*Action copy has been sent to
 Chief of A.C.*

*Information copy also sent
 to A-2 and to Liaison Sec. of
 Intel. Div., O of A.C.*

MVA
 WM. W. DICK,
 Lt. Col., A.G.O.
 Air Adjutant General.

A.A.F-10-A.

1/20

(HC)

~~SECRET~~
EXACT COPY

DECLASSIFIED
DOO 115

8 Jan. & 20 June 1974

By AS/115 and DA/112/bc

ACTION COPY

EHB/lhw-1712

DI 8

CABLEGRAM

AG 210.684 (8-18-41)MC

Received at the War Dept. Message Center
Room 3441 munitions Bldg., Washington, D.C.

Information copy

From LONDON

TO AGWAR

452.1 England (29)

NO. 144 Aug 18th

SHOULTS ON WAY TO STATES PD FOR BRETT PD SUGGEST
YOU INSTRUCT GENERAL ELECTRIC HE WILL REPORT TO YOU
FIRST REGARDING WHITTLE

ROYCE

EXACT COPY

of ACTION COPY

~~SECRET~~

air AG 452.1 Eng (29)

(S)
EX 6

DECLASSIFIED
DDO 100
8 Jan. 4 10 June 1984
All 112-10, 101117

EXACT COPY
ACTION COPY
GARDNER

~~SECRET~~
SECRET
HR/10-172

AS 216,604 (9-28-41)NS

Received at the War Dept, Hearing Center
Room 3441 Munitions Bldg., Washington, D.C.

Information copy
452.1.64g
29

From ICRCH
TO AGMR

NO, 144 Aug 1944

SHOWS ON WAY TO STATES PD FOR MERTY PD SUGGEST
YOU INSTRUCT GENERAL ELECTRIC HE WILL REPORT TO YOU
FIRST REGARDING WHITTLE

NONE

EXACT COPY
of ACTION COPY

~~SECRET~~
SECRET

air AG 452.16g 5-4
29

~~CONFIDENTIAL~~

(S)

DECLASSIFIED
DOO Hqs.
8 Jan. 6 22 Jan 1971

EXACT COPY
ACTION COPY

~~CONFIDENTIAL~~

BT 6 *SECRET* 10 Dec 1967

CARLTON

AG 428 (8-28-41)NS

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

Information copy.

From LONDON

TO AGAR

NO 143 AND 204

AIRCRAFT SPEED TESTS WERE IN YOUR FIFTYFIVE MEN WITH OIL COOLER AND
PRESTONE FLAP FLAPS WITH COOLING SHINGLE WEIGHT SEVEN KILOF SEVENTY
FOUR SHINGLE FULL AMMUNITION AND RADIO EQUIPMENT PD FOR ANGLE PD
ONE THIRTY IN GARRON ONE TWO POINT FIFTY CALIBER AND FOUR POINT THIRTY
CALIBER ONE SHINGLE LATEST TOP SPEED THREE SIXX TWO MEN AT ONE THREE
KINE HUNDRED WHICH SHOWS MACHINE POSSIBLE PD SQUADRON TRAINING STARTED
LAST WEEK PD PILOTS ENTHUSIASTIC AIRBORNE

ROBE

452.1 Eng. 28

EXACT COPY
of ACTION COPY

~~CONFIDENTIAL~~

Own all 452.1 Eng 28

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

Date 8/25

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
- Inspector, Army Air Forces
- Adjutant General, Army Air Forces
- A.F. Files

Note -

*For your working
 file if needed.*

If not send on to

*A-2 for file
 Col McDonald*

C. E. DEGAN,
 Lt. Colonel, Air Corps,
 Secretary of the Air Staff.

X-97-A, 20

AWPD 8-26-41

~~SECRET~~
 HEADQUARTERS ARMY AIR FORCES
 ROUTING AND RECORD SHEET


DECLASSIFIED
 GPO Proc.
 8 Jan. & 29 June 1974
 Rev. 12/1/76
 (To be filed with correspondence)

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

SUBJECT: Cablegram Nos. 60 and 17, London, re: Night Fighters.

NO.	FROM	TO	DATE	DATA
1.	Chief of the Air Staff.	AWPD	1941 8-19	1. Attached are two cables from Chaney. Also attached are copies of R&R prepared on this same subject. Note comment #2 of the attached R&R. 2. Expedite action on reply to #60 <i>on matters other than A-4 matters which have been handled.</i> 3 Incls. C. S. Chief of the Air Staff
2.	AWPD	Chief of the Air Staff.	1941 8-23	Attached cable prepared in A-4 for General Chaney satisfies present reply requirements. 4 Encls as follows (1) R&R dated 8/1 (2) Cablegram No. 17 - 8/18 (3) Cablegram No. 60 - 7/24 (4) Memo. For AG - 8/21 O. A. Anderson, Lt. Col. AWPD

452.1 England (29)

sorted


awpd-8/19/41

(Do not use reverse side)

~~SECRET~~

8-4884/10
 A-2-127

~~SECRET~~

DECLASSIFIED
DDO 113
8 Jan 69 Per 13526
ADVA 101 10/12/72

Cablegram, London re: Night Fighters.

- 1. A-4
- 1. A-3 1941
8/1
- 2. AWF

1. Informal information from Materiel Division indicates that by utilizing one depot 12 A-20A airplanes can be supplied with the equipment specified in attached cablegram in one month if the airplanes are to be used in training activities in the United States. If these airplanes are to be used in Britain, the work required can be performed within five weeks on 12 airplanes.

2. If this project is postponed until deliveries start on A-20B's (estimated November, 1941) 12 A-20B's can be prepared in accordance with specifications contained in cablegram in one month regardless of whether the airplanes are to be used in training activities in the United States or in Britain.

3. It should be noted that it will be some six or eight months before certain items of equipment required will be available from American manufacturers. Therefore, it is desired to emphasize the foregoing estimates based upon the assumption that Britain will furnish and lay down in the United States the equipment required or that the airplanes will be fully prepared in this country and sent to Britain without the equipment which they are supposed to supply.

4. The foregoing estimates are further contingent upon the assignment of the highest priority to these projects when and if they are initiated.

Incl:
D/F, 7/25/41, to C/AAF
Cable 7/24/41 fr London
to AGO

E.P.S.
Chief, A-4.

COPY

~~SECRET~~

DECLASSIFIED
EOD 100

9 Jan. & 20 June 1984
By: *AD/...* Date: *11/21/84*

~~SECRET~~

~~RELINQUISHED~~

AAF-AS

Cablegram, London re: Night Fighters.

2 A-3 Div. Air WFD 1941
8/6

1. It is recommended that 12 A-20A airplanes be equipped with the 12 sets of AI Equipment to be supplied by the British during August. The A-3 Division desires to point out several factors bearing upon this proposed situation.

a. This Division does not believe that the A-20A airplane, or the A-20B airplane, has sufficient forward fire power for Night Fighters.

b. The A-20A has no rear protection other than a scatter gun.

c. The conversion of 75 A-20A's would take 3/4 of the total light bombardment airplanes available to the Army Air Forces.

d. If it is contemplated sending these units in the near future, it is believed that immediate steps should be taken to provide the required forward fire power in the A-20B's.

e. The P-61's do not come out in any quantity until after the summer of 1942.

f. This Division is definitely opposed to any plan whereby U. S. Army Air Units are a part of any sector controlled or influenced by the British. It is believed that great care should be exercised to prohibit any such commitment as seems indicated in this connection in the attached secret radio.

2. If it is planned to have British Defensive Air Units stationed in Ireland, it is recommended that the 3rd Group, which is now tentatively set up for operations in Scotland, replace the British in Ireland. The entire control of any air area in

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DECLASSIFIED
EOD 100

9 Jan. & 20 June 1984
By: *AD/...* Date: *11/21/84*

~~RELINQUISHED~~

Cablegram, London re: Night Fighters.

2 A-3 Div. Air WFD 1941 which Army Air Forces operate should be in American
(Cont'd) 8/6 hands.

Incl: n/s

E.L.H.
A-3 Div.

~~RELINQUISHED~~

DECLASSIFIED
000 hrs

8 Jan. & 20 June 1974
By: AA2/LS/... Date: 10/12/76

~~SECRET~~

RELEASÉ

Cablegram, London re: Night Fighters.

3. Chief of A-4 Div. 1941
Air Staff 8-18

With reference to the attached cablegram (no. 60) from Chaney, General Arnold desires that the possibility of trading DC-3 airplanes for the required DB-7's be looked into to equip units as contemplated in the cable.

Incl: n/c

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C/AS

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8 Jan. & 20 June 1974

By ALV 101, Date 10/2/76

~~EXACT COPY~~
~~ACTION COPY~~

EHB/sgb-1712

(HC)

CABLEGRAM

DI 2

AG 452 (8-18-41)MC

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

From LONDON

To AGWAR

NO. 17 AUG 18TH

OUR CABLE NUMBER SIQQTY RECOMMENDED CONVERSION ONE SQUADRON PER
PURSUIT GROUP CMA B DASH FIVE FORCE CMA TO NIGHT FIGHTER MD STATED
BRITISH AI RPT AI EQUIPMENTS COULD BE SENT CMA TWELVE SETS AUGUST
ND UP TO ONE HUNDRED FIFTY BE END DECEMBER PD DUE NECESSITY PLAN
ALLOCATION AI SETS FOR ENSUING MONTHS MOST DESIRABLE BRITISH BE INFORMED
NEAR FUTURE OUR REQUIREMENTS THIS EQUIPMENT PD DESIRE REITERATE NIGHT
FIGHTERS ESSENTIAL ACCOMPLISH MISSION DEFENSE OUR NAVAL BASES IRELAND
ND SCOTLAND.

CHAMEY

~~EXACT COPY~~
~~ACTION COPY~~

~~SECRET~~

air 452-1 Aug 27

CABLE

July 25, 1941. 5:11 A.M.

Filed 11 P.M., 24th

London

~~SECRET~~
Adjutant General

DECLASSIFIED
DOO 102
8 Jan. & 20 June 1974
By AN/10 LC; Date 12/27/76

NUMBER 60 July 24th.

Par. 1. ESTIMATE SITUATION BASED ON OUR STUDY ENEMY ACTION AND CAPABILITY AND OUR CONFERENCES WITH AIR MINISTRY DEFINITELY INDICATES NECESSITY FOR CONVERSION PART OF US PURSUIT IN BEE DASH FIVE TO NIGHT FIGHTERS TO CARRY OUT MISSION PROTECTING US NAVY AND OUR OTHER INSTALLATIONS UK PD FOR WPD AND ARNOLD PD WE HAVE AGREED WITH BRITISH ALLOT NORTH IRELAND TWO US PURSUIT GROUPS EACH CONTAINING TWO REPEAT TWO DAY AND ONE REPEAT ONE NIGHT SQUADRONS PD THREE GROUPS ORIGINALLY CONTEMPLATED ARE EXCESSIVE FORCE CONSIDERING SMALL AREA INVOLVED PD FURTHER MORE LIMITATION EXISTING AND POTENTIAL AIRDROMES TOGETHER WITH CONGESTION WHICH WILL OCCUR WHEN US ARMY AND NAVY AIR UNITS ARE ADDED TO RAF COASTAL COMMAND CMA ARMY COOPERATION AND BOMBER SQUADRONS CMA WHICH MUST REMAIN THERE CMA MAKES USE THREE GROUPS UNWISE PD HAVE ALSO AGREED PLACE THIRD GROUP SCOTLAND PROTECT NAVY BASES THERE PD IMPORTANCE PORT GLASGOW MAKES PRESENCE NIGHT PURSUIT IMPERATIVE AND LIMITATION POSSIBLE AIRDROMES THAT AREA REQUIRES OUR GROUP EITHER INCLUDE ONE NIGHT SQUADRON OR GROUP MUST BE SPLIT UP AND STATIONED ELSEWHERE PD BRITISH INSIST AND WE CONCUR GLASGOW HAVE NIGHT FIGHTER PROTECTION PD AIRDROMES THAT AREA SUFFICIENT FOR THREE SQUADRONS ONLY REPEAT ONLY PD DISPOSITIONS AGREED UPON WILL RESULT CLM AMERICAN FIGHTER GROUP OF THREE SECTORS IN IRELAND AND AMERICAN SECTOR IN BRITISH FIGHTER GROUP SCOTLAND PD PARA TWO IMMEDIATE ACTION MUST BE TAKEN CONVERT AT LEAST TWELVE A DASH TWENTY FOR NIGHT PURSUIT TRAINING PD BRITISH AGREE FURNISH TWELVE SETS AIR RPT AIR EQUIPMENT DURING AUGUST AND ONE HUNDRED FIFTY NOVEMBER DECEMBER TO EQUIP THREE SQUADRONS CMA TWENTYFIVE AIRCRAFT EACH CMA AND GIVE ONE HUNDRED PERCENT SPARES PD LATTER FOUND NECESSARY PRACTICE PD AIRCRAFT OF SQUADRONS COMING HERE MAY HAVE INSTALLATION MADE AFTER ARRIVAL PROVIDED NECESSARY ALTERATIONS HAVE BEEN COMPLETED IN US PD PARA TWO IN ADDITION TO AIR SETS AIRCRAFT COMING

Page #2

~~SECRET~~

HERE MUST HAVE VHF CMA IFF ND RECOGNITION LIGHTS ND PYROTECHNIC SIGNALS OR
THEY CANNOT OPERATE PD PARA FOUR DESIRE REITERATE NIGHT PURSUIT ESSENTIAL
PERFORM OUR MISSION PD BRITISH UNABLE FURNISH NIGHT FIGHTER AIRCRAFT FOR
OUR USE EQCLUSIVELY IN OUR AREASPD

CHANEX

~~SECRET~~

air 24521 Aug 66

~~SECRET~~

DECLASSIFIED

000 000

8 Jan. & 20 June 1974

AD/TIC, AF, Dept. 1047176

JUN 21 1941

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Reference Cablegram Number 60, dated July 24, 1941, from General Chaney.

The Secretary of War directs that a secret cablegram substantially as follows, be sent to the Special Army Observer, c/o The American Embassy, London, England:

FOR CHANEY IT IS CONTEMPLATED THAT IMMEDIATE ACTION WILL BE TAKEN TO CONVERT TWELVE A DASH TWENTY A AIRPLANES FOR INSTALLATION OF AI EQUIPMENT MARK IV STOP REQUEST TWELVE SETS AI EQUIPMENT MARK IV BE DISPATCHED AT EARLIEST PRACTICABLE DATE AND THAT ONE HUNDRED AND FIFTY ADDITIONAL SETS OF AI EQUIPMENT MARK IV BE DISPATCHED DURING THE MONTHS OF NOVEMBER AND DECEMBER STOP THE AIRPLANES IN WHICH THIS AI EQUIPMENT IS INSTALLED WILL BE PROVIDED WITH NECESSARY BRACKETS AND FITTINGS TO PERMIT INSTALLATION OF VHF COMMA IFF AND RECOGNITION LIGHTS AND PYROTECHNIC SIGNALS WHEN AND IF THESE AIRPLANES ARE DISPATCHED TO ENGLAND PERIOD COLONEL IRA HAKER WILL ARRIVE LONDON NEXT FEW DAYS TO DISCUSS THIS ENTIRE MATTER END

For the Chief of the Army Air Forces:

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

MEMORANDUM FOR RECORD: This cablegram is in reply to cablegram from General Chaney, dated July 24, 1941, Number 60, in which inquiry is made as to whether the Air Corps desires the AI equipment to which reference is made in the body of the cablegram.

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4/2

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DDI BY:

8 Jan. & 20 June 1974

AG, Data 10/12/76

EXACT COPY

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EHB/agb -1712

(HC)

DI 2

CABLEGRAM

AG 452 (8-18-41)MC

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

From LONDON 6

To AGWAR

Information Copy

NO. 17 AUG 18th

OUR CABLE NUMBER SIQTTY RECOMMENDED CONVERSION ONE SQUADRON PER
PURSUIT GROUP CMA B DASH FIVE FORCE CMA TO NIGHT FIGHTER ND STATED
BRITISH AI RPT AI EQUIPMENT COULD BE SENT CMA TWELVE SETS AUGUST ND
UP TO ONE HUNDRED FIFTY BE END DECEMBER PD DUE NECESSITY PLAN ALLOCATION
AI SETS FOR ENSUING MONTHS MOST DESIRABLE BRITISH BE INFORMED NEAR
FUTURE OUR REQUIREMENTS THIS EQUIPMENT PD DESIRE REITERATE NIGHT
FIGHTERS ESSENTIAL ACCOMPLISH MISSION DEFENSE OUR NAVAL BASES IRELAND
ND SCOTLAND

452.1 Eng (21)

CHANEY

EXACT COPY

of ACTION COPY

SECRET

SECRET

452.1 Eng (21)

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

Date 12-7

TO:

Mr. Tamm -

*This correspondence
should be sent to file.
The information contained
herein has been incorporated
in a Memo to Chief of Air
Staff.*

JH

FOR CIRCULATION DIVISION # 3	
<i>Tamm</i>	<i>W. H. Murray</i>
	<i>W. H. Murray</i>

A-3 DIVISION.

AAF-44

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

Date 10/7/41

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

For necessary action

WWD

WILLIAM W. DICK
Lt. Col., A.G.D.
Air Adjutant General

10-7

AAF-110
493-1 *Englund*

(27)

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING SLIP SHEET

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DECLASSIFIED
DDO Hqs.

8 Jan. & 20 June 1974

By: *AC/AC/AC* AC. Date: *10/12/74*

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

File No. _____

Tally No. AAF _____

SECRET

Subject: **Lack of Trained Crews for RAF Bombers and Fighters**

NO.	FROM	TO	DATE	COMMENTS
6	Continued.			<p>immediately in combat with little or no processing in England?"</p> <p>There are many factors that will render this project difficult if not impossible to accomplish. If the assumption is made that these difficulties can be overcome, the training of British crews in the United States will eventually be highly advantageous to the War effort, particularly from the standpoint of assuring a reasonable supply of trained crews that may otherwise be materially reduced by future conditions affecting training in the war zones. The problem of overcoming the major difficulties, however, must be solved by the United Kingdom, and definite conclusions can hardly be arrived at until these difficulties have been interpreted and evaluated by British training and procurement agencies.</p> <p>5. It is recommended that one or more Operational Training Units be established in the United States, <u>provided the United Kingdom is able to furnish completely equipped combat types of aircraft, and the necessary instructional equipment and instructor personnel.</u></p> <p>6 Incls. 3 Incls n/c 4- Chart-Combat Crew Req. 5- Chart, Forecast- Aplns to be Ferried 6- British Combat Crews</p> <p style="text-align: right;"><i>G. E. S., Brig. Gen., A.C., Chief, T & O Division.</i></p>
7.	Exec.	AAF C/AS	1941 10-4	<p>1. Attention is invited to items 5 and 6.</p> <p>Incl. n/c/</p> <p style="text-align: right;"><i>M.S.F. The Executive</i></p>

452.1 England 25

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Page No. 7

V-4071, AC. Rev. 8/1/41

452.1 Eng 25

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DD Form 139
1 Jun 62 (Rev. 1954)

9/9

1941 14/2/76

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

File No. _____

Tally No. AAF/ _____

~~SECRET~~

Subject: Lack of Trained Crews for RAF Bombers and Fighters.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF C/AS	OCAC C/AC	1941 9/8	<p>1. General Arnold has directed that a study be made of the feasibility of training complete combat crews (British) for all American aircraft that are flown from this country to Great Britain. In order to accomplish this it is requested that your office furnish data and opinions on the following questions and any other that appear to have a direct bearing on the subject:</p> <p>a. What airplane types are now being ferried to England?</p> <p>b. What future types are scheduled to be ferried to England?</p> <p>c. What equipment in the way of turrets, armament, bombsights, radio and navigational equipment are installed in these aircraft prior to departure for England?</p> <p>d. What equipment is added or substituted after arrival in England?</p> <p>e. Is it practicable to attempt shipment of equipment in d. above from Great Britain to the United States for installation by our manufacturers?</p> <p>f. Could these installations be accomplished in this country by manufacturers without interference with assembly lines? If not, to what degree would this interference slow up production?</p> <p>g. To what degree would the training of complete combat crews which would involve individual training of pilots, copilots, navigators, bombers, gunners, radio operators, etc., interfere with our own training program?</p> <p>2. It is assumed that these crews would be ready for immediate operational use on arrival in Great Britain.</p>

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W-4071, AC, Rev. 8/1/41

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Xmas 26-71
A9-11(7-a) A-2658

5-58710(912)

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

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Tally No. AAF/ _____

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Subject: Lack of Trained Crews for RAF Bombers and Fighters.

NO.	FROM	TO	DATE	COMMENTS
1. cont'd	AAF C/AS	OCAC C/AC	1941 9/8	<p>This would necessarily involve the creation of a special school in this country equivalent to British C.T.U.'s with British instructors, where crews with previous acquired specialized training could be assembled, transitioned in airplane types and thoroughly indoctrinated in British procedure. In your opinion do the technical, personnel and training difficulties outweigh the ultimate advantage of having American aircraft arrive in Great Britain with crews trained to the point that they can be used immediately in combat with little or no processing in England?</p> <p>Incls. R&R #1 fr. HHA to C/AS 8/18 "Estimate of Current RAF Bombing Operations in England, and Lack of Trained Crews for RAF Bombers and Fighters." w/incls. MID Report #43687, 8/18 MID Report #43722, 7/22/41</p> <p>C.S. C/AS</p>
2.	Ch AC	Ch T&O	9/11	<p>1. This is a matter which concerns the T & O and Materiel Divisions. The Materiel Division will be the source of information concerning airplanes and equipment thereof. The problem, however, is essentially one of training and for that reason is sent to you without first reference to the Materiel Division.</p> <p>M.S.F. Executive</p>

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Page No. _____

W-4071, AC, Rev. 8/1/41

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Xmas 26-71
A9-11(7-a) A-2658

5-58710(912) England

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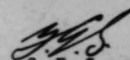
OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

(To be filled with correspondence)

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

SUBJECT: Lack of Trained Crews for RAF Bombers and Fighters.

NO.	FROM	TO	DATE	DATA
3.	T & O 3B-1/ces	Materiel THRU Executive	1941 9/13	<p>1. The Training & Operations Division has initiated a study on the problem of training crews for RAF bombers and fighters.</p> <p>2. Before it is possible to proceed further it will be necessary to have information under item 1, paragraph 1 a to f inclusive, answered. In addition, in order to have figures on which to meet the rate of delivery, so deliveries of aircraft will not be held up, it is requested that this office be furnished a schedule of deliveries by types and dates, as it will be necessary to train these combat crews according to type of aircraft.</p> <p>3. As soon as this information has been furnished, the T & O Division will prepare the information requested under item 1, paragraph 1 g, and paragraph 2.</p> <p style="text-align: right;">  G. E. S., MAJ. Brig. Gen., A.C., Chief, T & O Division. </p> <p>Incls. n/c</p>
4	ocac	Mat Div thru T&O for #3.	9/14	# 2, A.A.O.
5	Materiel Division	T & O THRU OCAC	9/17	<p>1. The Materiel Division furnishes herewith the information requested under item 1, paragraph 1a to f inclusive.</p> <p>a. The following airplane types are now being ferried to England:</p> <p>Lockheed Hudson V - 414 Consolidated LB-30 - Consolidated B-24 - Lockheed-Vega Ventura (1-37) -</p>

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4 OCAC Mat Div. 9/16 #2 A. S. B.
thru
T&O
for
#3

5 Mat. T&O 9/17 1. The Materiel Division furnishes herewith the
Div. THRU information requested under item 1, paragraph 1 a to f
OCAC inclusive.

a. The following airplane types are now
being ferried to England:

Lockheed Hudson V
Consolidated LB-30
Consolidated B-24
Lockheed-Vega Ventura

b. The future types which are scheduled to be ferried
to England are:

B-17F
B-34
C-59
C-60

(1) Plans are now being formulated for possible
future ferrying of the following types:

DB-7
P-38(British L-322
Martin 187
Martin A-30
(B-25C to Dutch East Indies)

c. The following equipment is now installed in these
aircraft prior to the departure for England: complete over-
water equipment, including rubber boats, rafts, float flares,
and other signal equipment; complete navigation equipment,
including drift meters, computers, octants, charts, and
plotting boards. Partial armament is installed in Montreal,
Canada.

(1) Regarding turrets, at the present time
the majority of the turrets are being manufactured
and installed in England. However, as soon as
standardisation of these airplanes has been agreed

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OFFICE OF THE CHIEF OF THE AIR CORPS
~~SECRET~~
 ROUTING AND RECORD SHEET

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

File No. _____

Tally No. AAF _____

Subject: Lack of Trained Crews for RAF Bombers and Fighters

NO.	FROM	TO	DATE	COMMENTS
5 contin- ued.	Mat. Div. (4-E-4)	T & O Div. THRU OCAC	9-17	<p>b. The future types which are scheduled to be ferried to England are:</p> <p style="margin-left: 40px;">B-17F — B-34 — C-59 — C-60 —</p> <p>(1) Plans are now being formulated for possible future ferrying of the following types:</p> <p style="margin-left: 40px;">DB-7 — P-38 (British L-322) - Martin 187 — Martin A-30 — (B-25C to Dutch East Indies)</p> <p>c. The following equipment is now installed in these aircraft prior to the departure for England: complete over-water equipment, including rubber boats, rafts, float flares, and other signal equipment; complete navigation equipment, including drift meters, computers, octants, charts, and plotting boards. <u>Partial armament</u> is installed in Montreal, Canada.</p> <p>(1) Regarding turrets, at the present time the majority of the turrets are being manufactured and installed in England. However, as soon as <u>standardization</u> of these airplanes has been agreed upon with the British nearly all the installations will be made in this country.</p> <p>d. Complete combat equipment is installed after arrival in England.</p> <p>e. It is not practical to attempt shipment of equipment from the manufacturers in Great Britain to the United States for installation by our manufacturers, but it is practical for shipment of this equipment by the Canadian government to the various installation points already set up by the Maintenance Command.</p>

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Page No. _____

Y-4071, AC, Rev. 8/1/41

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

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

File No. _____

Tally No. AAF _____

Subject: Lack of Trained Crews for RAF Bombers and Fighters

NO.	FROM	TO	DATE	COMMENTS
5 con't.	Mat. Div. (4-E-4)	T & O Div. TFRU OCAC	9-17	<p>f. These installations could not be accomplished in this country by the manufacturers without serious interference with assembly lines. One major item which will cause serious interference is our unfamiliarity with British Standards, which would cause serious personnel problems. Transportation problems in delivering British GFE to this country would be both serious and hazardous. Also, the installation of British GFE by our manufacturers without standardization would make it necessary for us to double our stocks at the various depots. The delivery of our own airplanes has been held up at various times to a considerable extent due to the lack of sufficient GFE to complete these airplanes, and it is the belief of the Materiel Division that any attempt to equip the airplanes in this country with British GFE would present an almost un-surmountable problem.</p> <p style="text-align: right;">O. P. E. Chief, Mat. Div.</p> <p>Incl. n/c</p>
6	T & O 3B-2/ces	OCAC	1941 10-2	<p>1. The following reply is made to the question contained in paragraph 1 g , item 1, to wit:</p> <p>"g. To what degree would the training of complete combat crews which would involve individual training of pilots, copilots, navigators, bombers, gunners, radio operators, etc., interfere with our own training program?"</p> <p>If the assumption is made that individual training under American methods of instruction would properly prepare navigators, bombers, gunners, and radio operators for instruction in British OTU's, the training of personnel in these categories in Air Corps schools would result in a reduction in the production of personnel for the Air Corps, according to the numbers of British personnel that would be given such individual training. Present projects call for the production of 7,000 British pilots per annum from schools in the United States. Hence, the supply of pilots and copilots will be no problem</p>

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W-4071, AC, Rev. 8/1/41

Page No. 5

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S-62070 (10-2-41)

OFFICE OF THE CHIEF OF THE AIR CORPS
ROUTING AND RECORD SHEET

SECRET

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

File No. -----

Tally No. AAF' -----

Subject: Lack of Trained Crews for RAF Bombers and Fighters.

NO.	FROM	TO	DATE	COMMENTS
6	Continued.			<p>except as it applies to 4-engine types, where experienced first pilots would necessarily be required. Since it would be impracticable for British pilots to obtain the necessary experience in the United States, it is assumed that these members of the crew would be provided from over-seas sources.</p> <p>2. Although the answer given in the previous paragraph presupposes the adaptability of our schools to British training requirements, it is the considered opinion of this Division that it would be entirely impracticable to accomplish satisfactorily in these schools the individual training of British non-pilot combat crew members. <u>The many major differences in methods and equipment would make it essential that such training be conducted by the British.</u> This statement is made with recognition of the fact that a number of British navigators are currently being trained by the Pan American Airways. Navigation training only partially prepares the British air observer to perform his function as a combat crew member, since he also must be instructed in the use of the British bombsight and in other duties that are pertinent to the British rating.</p> <p>3. Reference is made to the attached chart, showing combat crew requirements for tactical types, which indicates that requirements for individual training in the non-pilot categories can be met without any difficulty from Canadian sources. In the event that a decision is made to establish British OTU's in the United States, it is believed that it will be entirely practicable to rely upon Canadian training resources for supply of the necessary non-pilot combat crew members.</p> <p>4. Reference is made to the following question which is contained in paragraph 2 of item one:</p> <p>"In your opinion do the technical, personnel and training difficulties outweigh the ultimate advantage of having American aircraft arrive in Great Britain with crews trained to the point that they can be used</p>

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Page No. 6

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

6-62070 (12-4)

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Lack of Trained Crews for RAF Bombers and Fighters

6 Continued.

immediately in combat with little or no processing in England?"

There are many factors that will render this project difficult if not impossible to accomplish. If the assumption is made that these difficulties can be overcome, the training of British crews in the United States will eventually be highly advantageous to the War effort, particularly from the standpoint of assuring a reasonable supply of trained crews that may otherwise be materially reduced by future conditions affecting training in the war zones. The problem of overcoming the major difficulties, however, must be solved by the United Kingdom, and definite conclusions can hardly be arrived at until these difficulties have been interpreted and evaluated by British training and procurement agencies.

5. It is recommended that one or more Operational Training Units be established in the United States, provided the United Kingdom is able to furnish completely equipped combat types of aircraft, and the necessary instructional equipment and instructor personnel.

- 6 Incls.
- 3 Incls n/c
- 4- Chart-Combat Crew Req.
- 5- Chart, Forecast- Aplans to be Ferried
- 6- British Combat Crews

G. E. S.,
Brig. Gen., A.C.,
Chief, T & O Division.

(X-1)

7- Exec. AAF 1941
C/AS 10-4

1. Attention is invited to items 5 and 6.

Incl. n/c

M.S.F.
The Executive

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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: Estimate of Current RAF Bombing Operations in England, and Lack of Trained Crews for RAF Bombers and Fighters.

NO.	FROM	TO	DATE	DATA
1.	General Arnold	General Spaatz	8/18 1941	<p>In connection with the attached paper, it is to be noted that practically everyone who has read it makes the same remark, which is that bombers from America should come to England <u>completely manned by the regular combat crew</u>. This ties in with the recommendations made during the recent conference. It becomes more and more apparent that we will have to start such a school with the least practicable delay.</p> <p>There are so many controversial items and items of interest in this paper that I would like very much to have your Staff study it and make comments.</p> <p style="text-align: right;"><i>[Signature]</i> H.H.A.</p>
Incl:	MID Reports No. 43687 and 43722			
2.	Ch AC	Ch T & O	9/11	<p>1. This connects with Note 2 on R&R sheet subject "Lack of Trained Crews for RAF Bombers and Fighters" forwarded to you this date.</p> <p style="text-align: right;"><i>[Signature]</i> W. S. F. Executive.</p> <p>Incl.n/c</p> <hr/>

Incl #1

A-317 *24-71* *Xm-10* (Do not use reverse side) **SECRET** *N-4864, AC* *Curdy 452-1 Engr. (25)*

Enclosure

Record Section File No.

Copy No.

Brig. Gen., U.S. ARMY
M.A. London

Classification

MILITARY INTELLIGENCE DIVISION
WAR DEPARTMENT GENERAL STAFF G-2/MI
MILITARY ATTACHÉ REPORT *St. Britain*

Subject: Estimate of Current R.A.F. Bombing Operations in England. *Country Reported On: G. No. 9675*

Source and Degree of Reliability: *Reliable. Conversations with high officials of the R.A.F. Bomber Command.*

Summarization of Report

Since June 10th R.A.F. Bomber Command has operated sustained daylight air offensives with fighter escorts against enemy short range targets in Northern France and Holland; and night air offensives against: medium range targets in the Ruhr and Western Germany; and moderate long range targets in the vicinity of Wilhelmshaven and Kiel. There have been two long range daylight sorties, one of which was by two B-17's.

Daylight operations have involved units of 3 heavy bombers and from 6 to 50 light and medium bombers usually accompanied by fighter escorts numbering from 100 to 200. Bombers in these instances are used only in such numbers as will cause enough destruction to warrant the Germans sending up defensive fighter patrols. It has been found by experience that unless such sweeps include some destructive power, enemy fighters will not offer opposition, since British fighters alone (as now operated) do not constitute any serious threat against German ground targets. **

In general, operations are classified according to the three following categories; sustained effort, maximum effort and all-out effort (emergency only).

For night operations it is Bomber Command's tactical strategy to maintain as nearly as possible continuous operations at maximum levels commensurate with: total number of planes available, planes in commission, trained crews available, maintenance, losses, hours of darkness and weather conditions.

Following is a break-down of approximate R.A.F. Bomber Command numbers in England available for day and night operations as of July 17, 1941:

G-2 Distribution: 4, _____ 5, _____ 6, _____
Copy No. 1, R/R; 2, L/C; 3, Section File

From M.A. London Report No. 43687 Date July 18, 1941
This line to appear on all succeeding pages

A 9-11(7-4) A-2655

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CONCLUSION:

R.A.F. Bomber Command is operating under great difficulties, the principal ones being:

- 1) old and inefficient planes
- 2) excessive maintenance due to old age and maximum use of equipment.
- 3) very serious shortage of trained crews due to training bottle-neck at O.T.U's.
- 4) serious shortage in O.T.U's of mechanics, spare parts, and up-to-date types of planes for use in operating squadrons.
- 5) very serious shortage of 4-engine bombers which can attain altitudes in excess of 12,000 ft. with full loads and a range of 1,000 miles. (Total number of Sterlings and Halifaxes being used operationally is approximately twenty-five.)
- 6) Losses have been steadily increasing to a total of approximately 250 per month due to:
 - a) increasing accuracy of anti-aircraft fire.
 - b) increased success of German night fighters
 - c) greatly increased use by the Germans of searchlight clusters around important targets, increased use by the Germans of various devices such as decoy planes with lights, searchlights on planes and radio detection.

This analysis demonstrates the extreme inadequacy of the R.A.F. Bomber Command to deliver telling widespread blows and the imperative need of placing into operational use at the earliest possible moment, in large numbers, American heavy bombers being produced in the U.S.

There is conclusive evidence that the R.A.F. is not able to do accurate specific target bombing and in assigning target objectives on sorties this fact is recognized.

Bomber Command must have at least three months advance notice of the arrival of new American planes for their use, in order to make necessary operational arrangements which include training flying crews, training service crews, preparation of airfields, fuel supplies and facilities, armament requirements, etc.

PERSONAL OBSERVATION:

At this particular time the question of why the R.A.F. Bomber Command is not making a more effective showing has been the subject of particular concern to the Prime Minister and other important British officials. The Director of Bomber Command several days ago received an inquiry from the Prime Minister on this subject which I read together with the reply. The question was raised as to whether or not there can be used now the equipment and personnel located in O.T.U's. Bomber Command stated that, under present circumstances, it would not be advisable to do so if it was to continue its policy of sustained bombing effort.

From M.A. London Report No. 43687 July 18, 1941

SECRET

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Total assigned to operational squadrons		
First line reserve to be used only in an all-out emergency (planes principally in O.T.U.'s used for transitional training)	350	
Second line reserve (planes in reserve depots for storage)	<u>350</u>	
Maximum total:		1630

Planes available for NIGHT BOMBING operations are broken down as follows:

Average total available daily in operational squadrons		750
New types not yet fully operational due to "teething troubles"	70	680
Planes not operational due to servicing needs or damage, crews ill or on leave, accidents and miscellaneous reasons (30% of 680)	204	
Total actually available for night operational use before matching up planes & crews		476

(Matching up planes and crews reduces final figures on the average by another 5%).

Since it is Bomber Command's purpose to maintain a sustained and continuous striking effort rather than that employed by the Germans which reaches extraordinary proportions and then dwindles to small proportions because of maintenance, personnel, and other problems, Bomber Command works on a planned effort throughout the month on the following basis:

Average available planes	450	
10 days of moon, 50% strength used nightly equals 225 x 10 or	<u>2250</u>	sq ties
20 days of non-moon, 35% strength used nightly equals 150 x 20, or	3000	" ***
Total monthly effort	5250	" ***

Figuring one and one-half tons average bomb load carried per plane per sortie, the total tonnage of bombs dropped per month by the Bomber Command in night operations totals 7875 tons.

All the foregoing figures are subject to some flexibility depending on losses, weather, available equipment, new air-dromes, etc.

Planes available for DAY BOMBING operations are broken down as follows:

Average total available daily in operating squadrons		<u>112</u>
Planes not operational, due to service needs, or damaged, crews ill or on leave, accidents and miscellaneous reasons (30% of 112)	34	
Total actually available for day operational use before matching up planes and crews		78

From W. A. London Report No. 43687 July 18, 1941

SECRET

I have received from a number of high sources the information that the R.A.F. is still short of spares resulting from Beaverbrook's policy of throwing everything into front line operational use, thereby using up the great majority of spares and reserves necessary for continuing operations.

It is my belief that R.A.F. Bomber Command is making the most effective use it can of all spares, men and planes now at its disposal. By and large Bomber Command appears to be like the one horse shay which is being continually patched up in order to keep it going. Under existing conditions it is extraordinary that R.A.F. Bomber Command can operate as effectively as it is.

Night bombing losses have, on several occasions during the last 4 weeks, run as high as 10% of the numbers involved. There are evidences that attrition has run as high as 100% in a month.* Bomber Command frankly states that they cannot afford to continue operations successfully with sortie losses in excess of 10%. *This statement applies to certain operational (units only).

Conclusion:

I personally cannot visualize seriously impairing either German civilian morale or military effort through bombing operations at anything like the present capacity of R.A.F. Bomber Command to inflict destruction on the enemy, either in quantities of bombs dropped or in ability to hit specific targets.

NOTES:

* The figures given herewith are approximate as of this date, within a range of 10 or 15, with no allowance for changes due to operational losses occurring within the previous 48 hours.

** Recommendation has been made to the Fighter Command to equip Curtiss Tomahawks with two 250 lb bombs and use such planes as close-in escorts to the bombers on daylight short range sweeps to add to the ground target destructive capacity of the sweep without detracting from the sweep's total fighter power. Since the bombers operate at 12,000 feet or less Curtiss Tomahawks would be operating at their most effective performance altitude.

*** The Air Ministry believes that the best German effort was 6,000 sorties per month with a total bomber force operationally available on the Western Front of 1100 bombers.

It is requested that this report be reviewed by General Arnold and War Plans Division, Air Corps.

G. deFREST LANNER
Lt. Col., Air Corps
Asst. Military Air Attache

From H.A. London Report No. 43687 July 18, 1941

No. 43689 1st Ind.
Office of the Military Attache, American Embassy, London, Eng.
July 18, 1941. To: A.C. of S, G-2, War Dept., Washington, D.C.

Referred to General Chaney. Do you care to comment?

RAYMOND E. LEE
Brig. Gen., U.S. Army
Military Attache

From M.A. London Report No. 43687 July 18, 1941

2nd Ind.

Office of the Special Army Observer, American Embassy, London, England.
July 24, 1941. To: The Military Attache, American Embassy, London, England.

1. The foregoing report has been carefully reviewed. The statements contained in pages 1 and 2 are in substantial agreement with information obtained by this group. However, the figures on total monthly effort should be reduced by 10% for abortive sorties, which are the average number of airplanes scheduled for missions which for any reason do not drop their bombs in enemy territory. Results at the assigned objectives must be further reduced by an average of 15% for objectives in the Ruhr increasing with the distance involved to 35% at Berlin. This reduction is due to failure to reach the objective, principally because of faulty navigation, mechanical or cockpit troubles and enemy action in the order named.

2. The conclusions are concurred in subject to the following remarks:

a. The existing operational strength of the Bomber Command is admittedly insufficient to obtain the degree of destruction necessary to cause disintegration of the German home front. The British target program contemplates 2700 operational strength in bombers by the end of 1942. They are counting heavily on U. S. production to reach this figure. To accomplish their final aim they estimate 2000 bombers should be operated each 24 hours. The man power situation demands U. S. participation to even approach this figure. Saturation point of operational facilities is now established at 6120 bombers and this figure is reached only by operating 36 airplanes per airdrome, which is undesirable from the security viewpoint.

b. Accurate precision bombing is not expected in night operations. On many missions, due to poor visibility, bombs are pulled after the estimated time interval from some prominent landmark to the target. Objectives now being heavily bombed are normally such that misses will cause casualties in heavily populated districts, in order to obtain morale effect.

c. Daylight bombing is normally conducted at from 12,000 to 16,000 feet with fair accuracy, or against shipping at height of masts, with very good accuracy. Pursuit cover is mandatory even with the present reduced German strength in the West.

d. Operational experience in high altitude bombing is non-existent except for very limited use of the B-17.

e. Until such time as the British have determined, to their own satisfaction, what changes are necessary in U. S. equipment in order to make them fit for the intended mission they will continue to delay using American equipment. Their actual war experience has in most instances demonstrated a military necessity for certain characteristics or special equipment. The fact that the United States has spent five years developing the B-17 should not operate to prevent or delay operational changes in airplanes allotted to the British, even though our engineers, without war experience, feel they are unnecessary or can be overcome by better training. Airplanes for the British account should insofar as possible have the changes desired by the British made in the United States to prevent the further delay involved if a completed airplane is modified in the United Kingdom.

f. The delays incident to operational changes do not excuse the other delays incident to British failure to plan for the advance organization and training of combat and ground crews to use American equipment. I would assess their failure in this respect at 50% lack of personnel and 50% due to their peculiar method of improvising to meet a situation, and then improvising only when the situation is on top of them. They continue optimistic concerning improvement in the personnel situation, their optimism being based primarily on hoped for results from the Empire training system. The OTU's will continue to be a bottleneck.

3. With respect to the Personal Observations contained in the basic report, I have not sufficient information to comment on the first paragraph. Shortage of spare parts is not a peculiarity of the B.A.F. It is chronic in the United States also. The number of missions actually performed by the Bomber Command is considerably below the number that would be expected from United States units of equivalent strength. Whether or not United States units could maintain a higher mission ratio over an extended period can be determined only by actual combat operations. I am inclined to believe we would fall below the expected rate but would maintain a higher rate than the British under like conditions. Losses in No. 2 Bomber Group engaged exclusively in daylight operations have approached a rate 100% per month. These losses caused considerable concern. However better pursuit support and reduction of German strength in the West have reduced losses to a point where no change in policy is believed necessary at this time.

4. I am of the opinion that:

a. Operational changes in equipment considered necessary by the British are generally sound and should receive sympathetic consideration. These changes should be accomplished in the United States.

b. Even after operational changes in equipment have been accomplished in the United States, full and immediate use of United States equipment cannot be expected until at least 50% of the bombers furnished by the United States arrive in England manned by a crew trained in the United States and consisting at the minimum of pilot, copilot, bomber-navigator, radio-gunner and one maintenance man.

c. From a morale point of view, favorable to Britain and her allies and unfavorable to Germany, the present operations of the Bomber Command are effective and most important, and the material damage and destruction to transportation and industry in the Ruhr and the Rhine Valley cities are considerable, and have both a direct and indirect adverse effect on German military operations.

d. The bombing of German shipping convoys has been very effective. This seriously affects their entire transportation system. Some facilities and men producing German submarines probably will have to be switched to shipbuilding to replace Germany's critical shipping losses. The destruction of railway engines and freight cars in Western Germany effects the entire German transportation system and the loss in this respect is almost practically the same as if the damage and destruction were done in Central or Eastern Germany.

J. E. CHANEY
Major General, U. S. Army.

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MAIL ROOM DATE 1/17/76

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No. 43807. 3rd Ind.
Office of the Military Attaché, American Embassy, London, England.
July 28, 1941, To: A. C. of S., G-2 War Department, Washington, D. C.

Forwarding, inviting attention to General Chaney's remarks which are concurred in.

As a general rule, reports written by newly arrived officers tend to be over critical, if not cautions. The hindrances to operations caused by a state of war and the previous condition of military unpreparedness are not always given their full weight.

A comparison of British air power and air effort today with a period twelve months, or six months, ago gives a less sombre picture, especially when the defection of France is taken into account.

It is without doubt true that air supremacy over Germany can only be obtained by a dependence on the United States for material, training and as much other assistance as it is capable of giving. This, however, has been evident from the beginning of the war to anyone who was familiar with the limited population and industrial capacity of Great Britain.

RAYMOND E. LEE
Brigadier General, U.S. Army
Military Attaché

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 8 Jan. & 20 June 1974
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U.S. M.I.D. Form 1	Endorsement
Serial Section File No.	Copy No.
U.S. M.I.D. Form 1 Military Attache.	
MILITARY INTELLIGENCE DIVISION WAR DEPARTMENT GENERAL STAFF MILITARY ATTACHE REPORT	
Subject: Lack of Trained Crews for B.A.F. Bombers and Fighters.	I.O. No. 9000
Source and Degree of Reliability: Reliable. Personal Conversations with High-ranking officials of the Air Ministry.	
Summarization of Report: (Blank space)	

Lack of trained crews, both in Bomber Command and Fighter Command, is the chief bottleneck at the present time. The bottleneck occurs in the O.T.U.'s where pilots are supposed to take their last tuning up training before going to the operating squadrons. I have as authority for the following, the Air Commander in charge of Bomber Command operations, and the reports of our own Air Corps observers, that the delay in training crews in the O.T.U.'s is due to three main reasons:

1. Lack of up-to-date airplanes such as used in the squadrons.
2. Lack of spare parts to keep O.T.U. airplanes in the air.
3. Shortage of mechanics.

In addition to these reasons are such factors as: O.T.U. airplanes are old and necessarily hard to keep flying; mechanics are slow and not on the ball; instructors are tired pilots on rest from operational units who are not too keen to rush things and return to the front; working hours for the mechanics are nearer six hours of actual labor than eight due to time out for lunch, tea and transportation to and from the fields. Our observers report that at Benson, the largest bomber O.T.U., mechanics work nearer four full hours than six. Of course, such allegations are denied by Air Ministry higher authorities. Unfortunately, however, this situation has been observed by the writer and reported on by the Air Corps observers who were stationed at Benson.

G-2 Distribution: 4, 5, 6

From M. A. Report No. 4372E Date July 22, 1941.

WAR DEPARTMENT
 G-2 Form 17

GENERAL OBSERVATIONS:

It is not a parent to see how the Air Ministry is going to handle adequately the great number of new American bombers which will be arriving in England within the next three to six months, from the point of view of:

1. Training adequate numbers of crews.
2. Obtaining adequate numbers of service personnel to maintain such airplanes.
3. To conduct O.T.U.'s in the face of approaching winter weather conditions, plus any increase in enemy night bombing operations.

Under the tentative plans for the increased use of radio recognition between B.A.F. airplanes and the ground forces, it will be required of B.A.F. pilots and crews to undergo detailed instruction in the use of such recognition signaling equipment. This is usually done in the O.T.U.'s, but under greatly expanded operating conditions I fear that such existing facilities and plans for O.T.U. instruction will not be adequate.

RECOMMENDATIONS:

I am of the opinion that the only satisfactory way to place large numbers of new American bombers into operational use in England is to have each plane flown from the United States fully equipped with its crew, guns, equipment, radio equipment, etc., ready for immediate operational use on arrival, with the crews fully instructed as to the use of the various radio identification facilities to be used in England.

Review of this report by General Arnold, and Training and Operations Division, A.C., is requested.

G. DEFRIST LAMON,
 Lt. Col., Air Corps,
 Asst. Military Air Attache.

1st Ind.
 Office of the Military Attache, American Embassy, London, on July 22, 1941. To: A.C. of S., G-2, War Dept., Washington, D.C.

RAYMOND E. WIS,
 Brig. Gen., U.S. Army,
 Military Attache.

From M.A. London Report No. 4372E July 22, 1941.

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

Date May 16/41

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 *W. W. DICK, Jr.*
- Air War Plans Division.
- Budget Section.
- Statistics Section.
- Air Inspector
- A.F. Files

*For information
 action copy has been sent
 to Chief of Air Corps.
 Information copy also
 sent to A-2 and to Foreign
 Liaison Sec. of Intel. Div., and
 to Sec. Air Staff for Gen. Arnold.*

WM. W. DICK,
 Lt. Col., A.G.O.
 Air Adjutant General.

A.A.F-10-A.

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CABLEGRAM

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AG 452 (8-15-41)NS

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

FROM LONDON

TO AGMR

NUMBER 122 AUGUST 1944

IN ADDITION TO THE THIRTY TURBO SUPERCHARGERS ALLOTTED TO BRITISH AIRPLANES FOR B SEVENTEENS TWELVE MORE WERE REQUESTED FOR EXPERIMENTAL WORK WITH NEW AND PRESENT TYPES PD FOR AIRCRAFT PD PLEASE ADVISE WHETHER THIRTY TWO WERE ALLOTTED AND IF SO DATE AND METHOD OF SHIPPING PD HAVE HAS BEEN GIVEN INFORMATION REVER RECENT DEVELOPMENTS OF THE C AND D TYPE SUPERCHARGERS PD IF NOT IT IS RECOMMENDED THAT SUCH INFORMATION BE FURNISHED AT ONCE.

452.1 England (24)

NOTE

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of ACTION COPY

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Avia A/c 452.1 Engr (24)

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

Date Aug. 16/41

TO:

- ② ✓ Chief of the Army Air Forces.
 C.G., Air Force Combat Command.
 ___ Chief of the Air Corps.
 ___ Chief of the Air Staff.
 ① ✓ 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

For information.

*Action copy has been sent to
 Chief of Air Corps.*

*Information copy also
 sent to A-2, A-4 and to
 Foreign Liaison Sec. of Intel. Div.*

WM. W. DICK,
 Lt. Col., A.G.O.
 Air Adjutant General.

A.A.F-10-A.

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8 Dec. 4 40 June 1974
By: [Signature]

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CABLEGRAM

Information copy

AG 452 (8-15-41)MC

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

FROM LONDON

TO AGWAR

NUMBER 122 AUGUST 15th

IN ADDITION TO THE TWENTY TURBO SUPERCHARGERS ALLOTTED
TO BRITISH ASPARES FOR B SEVENTEENS TWELVE MORE WERE REQUESTED
FOR EQPERIMENTAL WORK WITH NEW AND PRESENT TYPES PD FOR ARNOLD
PD PLEASE ADVISE WHETHER THIRTY TWO WERE ALLOTTED AND IF SO DATE
AND METHOD OF SHIPPING PD HAVE BAC BEEN GIVEN INFORMATION REFER
ENCE DEVELOPMENTS OF THE C AND D TYPE SUPERCHARGERS PD IF NOT
IT IS RECOMMENDED THAT SUCH INFORMATION BE FURNISHED AT ONCE.

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[Signature]
See Arnold's [unclear]

ack to 452.1 Eng. (24)

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

Date Aug. 16/41

TO:

- ② Chief of the Army Air Forces.
 C.G., Air Force Combat Command.
 Chief of the Air Corps.
 Chief of the Air Staff.
- ① Secretary of the Air Staff *W*
 A-1 Division.
 A-2 Division.
 A-3 Division.
 A-4 Division.
 Air War Plans Division.
 Budget Section.
 Statistics Section.
 Air Inspector
 A.F. Files

For information.

*Action copy has been
 sent to Chief of Air Corps
 for necessary action.*

*Information copy also
 sent to A-2 and to Foreign
 Liaison Sec., Intel. Div.*

WM. W. DICK,
 Lt. Col., A.G.O.
 Air Adjutant General.

A.A.F-10-A.

~~CONFIDENTIAL~~

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DOD IWS
8 Jan. & 20 June 1974
By: M/111 AG; Date: 10/12/76

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AG 452 (8-16-41)MC

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

Information copy

From LONDON

To AGHAR

452.1 England (23)

NO. 124 AUG 16th

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AG 422 (8-16-61)HR

Information Copy

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

From LONDON

To AGMR

NO. 124 AND 164b

FERRYPORT OF HELL CORPS INQUIRES REGARDING DATA ON THE TIRCOBRA
FD IT WAS DISPATCHED FROM HERE BY POUCH IN US FERRY AIRPLANE
ABOUT SIGQTH ADDRESSED ATTE ECHOLS

ROME

AA 452.1 Eng. (23)

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of ACTION COPY

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AA 452.1 Eng. (23)

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DDO MS

8 Jan 6 20 June 1974
ALAN Lt. Col. 14476

RELEASE

SEP 12 1941

**MEMORANDUM FOR: Defense Aid Division
Office of the Under Secretary
(Attn: Lt. Col. E. E. Macfarland).**

Subject: Cables from United States Minister at Cairo.

452.1 Eng 2/2

1. Reference is made to your memorandum of August 8 which transmitted copy of Cables No. 1049, 1048 and 1078 from Cairo. Reference Cable No. 1049 for certain spare parts for airplanes, have been advised that Wing Commander Heccliter is working on a study designed to correct and list the parts that are required. It is understood that as soon as this study is completed by British Air Commission, a formal "UX" application will be made to Defense Aid.

2. Reference Cable No. 1048 for twenty or more American station wagons, it is understood that the British are including these items in a large study of needs from the Middle East. When a requisition is filed, it will be forwarded to the Quartermaster Corps for accomplishment.

3. Reference Cable No. 1078, Wing Commander Heccliter has been in this country for sometime, and recently spent several days at Wright Field. The British organizations in this country are taking care of this office.

For the Chief of the Army Air Forces

WILLIAM W. DICK
Lt. Col., A.C.D.
Air Adjutant General

Dispatched
SEP 12 1941
AAG

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WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General
Washington, D.C.

Date AUG 23 1941

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

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WM. W. DICK,
Lt. Col., A.G.O.
Air Adjutant General.

A.A.F-10-A.

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

2468-
1352
(To be filed with correspondence)

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

SUBJECT: Cablegram 108 from Royce.

NO.	FROM	TO	DATE	DATA
1	Chief of Air Staff	A-2 Div.	1941 8-18	<p>General Arnold desires that a reply be made that there is no objection to Linnell's coming over and that we will be glad to see him; however, General Arnold does not desire to extend an invitation which would more or less obligate himself.</p> <p>1 Att: Cable 108 8-14-41 fr Royce.</p> <p style="text-align: right;"><i>[Signature]</i> C.S. C/AS</p>
2	Ch., Air Staff	OCAC (Intell. Div.)	1941 8/20	<p style="text-align: right;">A-2 GCMcd/ekp</p> <p>1. It is desired that G-2 be requested to transmit the following cable to Military Air Attache, American Embassy, London, England:</p> <p>REFERENCE YOUR NUMBER ONE HUNDRED EIGHT THERE ARE NO OBJECTIONS TO AIR MARSHAL LINNELL COMING TO THIS COUNTRY ON BUSINESS FOR MINISTRY OF AIRCRAFT PRODUCTION FOR CONSULTATION AND EXCHANGE OF VIEWS ON TECHNICAL RESEARCH AND DEVELOPMENT PROBLEMS IN KEEPING WITH THAT OF INNUMERABLE ROYAL AIR FORCE PERSONNEL WHO HAVE DONE LIKEWISE</p> <p>Incl. Cable 108, 8/14/41 fr Royce. Added: R&F 1 & 2, subj: "Cable No.108 fr London" w/cy of cable No. 108</p> <p style="text-align: right;"><i>[Signature]</i> C. S. 4478 Ch. Air Staff.</p>

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OFFICE OF THE CHIEF OF THE AIR CORPS

DECLASSIFIED

DOD 418

8 Jan. & 30 June 1974

By: *MAILL* / JG; Date: *10/10/81*

ROUTING AND RECORD SHEET

2552

(To be filed with correspondence)

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

SUBJECT: Cablegram 108 from Royce

NO.	FROM	TO	DATE	DATA
3.	C.G.A.C. Intell. Division (3-33) REL: tk	Chief of Air Staff	8/23 1941	<p>A cablegram substantially as written in comment 2 of this R & R sheet was forwarded to G-2 at 4:07 p.m. August 22, 1941, for transmittal to Military Attache, London.</p> <p><i>RRR</i></p> <p><i>for</i> J. G. TAYLOR, Lieutenant Colonel, Air Corps, Chief, Intelligence Division.</p> <p>2 Incls. n/c</p>
	<i>and</i> <i>A-2</i>			<p><i>Noted</i></p> <p><i>Revised</i></p> <p><i>452 / England (21)</i></p>

(Do not use reverse)

~~CONFIDENTIAL~~

A-2-2/65

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air 01452-1 Aug (21)

WAR DEPARTMENT
 Headquarters Army Air Forces
 Office of the Air Adjutant General
 Washington, D.C.

Date Aug. 15/41

TO:

- ② Chief of the Army Air Forces.
 ___ C.G., Air Force Combat Command.
 ___ Chief of the Air Corps.
 ___ Chief of the Air Staff.
 ① 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

① To note and forward.

Action copy has been sent
 to A-2 for necessary action.
 Information copy has been sent
 to Intelligence Div., O. Cof A.C.

WWD
 WM. W. DICK,
 Lt. Col., A.G.O.
 Air Adjutant General.

A.A.F-10-A.

AAG 452.1 Eng. ①

DECLASSIFIED

CONFIDENTIAL

CONFIDENTIAL

DD FORM 1374
1 Jan. & 20 June 1974

EXACT COPY

EHB/bjs - 1712.

(HC)

ACTION COPY

DI 6

CABLEGRAM

FILED 430 PM 14TH

AG 452 (8-14-41)MC

Information Copy

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

FROM LONDON

TO AGO

NO. 108 AUG 14TH

AIR MARSHAL LINNELL CONTROLLER OF RESEARCH AND DEVELOPMENT WHO REPORTS DIRECTLY TO MOORE BRABAZON AND SUPERVISES TECHNICAL AIRCRAFT DEVELOPMENTS IN COLLABORATION WITH BOTH MAP AND AM HAS BEEN MOST HELPFUL IN EQQPEDITING FULL OPERATIONAL USE BY THE RAF OF NEW AMERICAN AIRCRAFT PD HIS PRIMARY INTEREST PARALLELS WRIGHTFIELD AND NACA DEVELOPMENTS AS APPLICABLE TO PRACTICAL MILITARY USE PD HE HAS EQQPRESSED THE HOPE THAT HE MIGHT MEET ECHOLS KENNY LEWIS AND OTHER DOING SIMILAR WORK IN-USA PD I BELIEVE IT WOULD SERVE A MOST USEFUL PURPOSE AT THIS PARTICULAR TIME WERE LINNELL TO MAKE A FLYING TRIP TO USA TO MEET SUCH PERSONS FIRST HAND AND EQQCHANGE VIEWS WITH YOU REGARDING PRESENT AND FUTURE SECRET DEVELOPMENTS AND TO PROVIDE CLOSE COLLABORATION BETWEEN WRIGHT FIELD AND BOSCOMBE DOWNS PD I UNDERSTAND THAT MOORE BRABAZON WOULD APPROVE AN INVITATION FROM YOU FOR LINNELS TRIP PD I RECOMMEND YOUR FAVORABLE ACTION FOR ARNOLD.

ROYCE

EXACT COPY

of ACTION COPY

CONFIDENTIAL

Level 1

AG 452.1 Enc. 20

~~CONFIDENTIAL~~
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: Cable No. 108 from London.

NO.	FROM	TO	DATE	DATA
1	Ch., Air Staff	Ch., Air Corps	1941 8/15	<p style="text-align: right;">A-2 GCMC/ekp</p> <p>Attached cable No. 108 from General Royce requested comment and recommendations from Chief of Air Corps on proposal contained therein.</p> <p style="text-align: center;"><i>[Signature]</i> C. S. Chief of Air Staff.</p>
<p>Incl. of cable No. 108.8/17/41</p>				
2.	OCAC	Air Staff	8-19 1941	<p>1. The Chief of the Air Corps recommends that an invitation be extended to Air Marshall Linnell in accordance with attached radio. It is felt that it would be advantageous for our technical people to have the opportunity of exchanging views with Air Marshal Linnell on research and development.</p> <p style="text-align: right;"><i>[Signature]</i> H. S. F., Executive.</p>
<p>Incl. r/c</p>				

(Do not use rubber side)

CONFIDENTIAL

A-2-8/20
K-4004, AG
(in 452-1248)

10-67
A-15(=a)

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General
Washington, D.C.

Date Aug. 15/41

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

(Intelligence Div., furnished info copy)
For necessary action.

W.D.
WM. W. DICK,
Lt. Col., A.G.O.
Air Adjutant General.

A.A.F-10-A.

AAG 452.1 Eng. 21

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(HC)

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DOO lrs.

EHB/bjs - 1712.

DI 6

8 Jan. & 20 June 1974

CABLEGRAM

FILED 430 PM 14TH

AG 452 (8-14-41)MC

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

FROM LONDON

TO AGO

NO. 108 AUG 14TH

AIR MARSHAL LINNELL CONTROLLER OF RESEARCH AND DEVELOPMENT WHO REPORTS DIRECTLY TO MOORE BRABAZON AND SUPERVISES TECHNICAL AIRCRAFT DEVELOPMENTS IN COLLABORATION WITH BOTH MAP AND AM HAS BEEN MOST HELPFUL IN EQQPEDITING FULL OPERATIONAL USE BY THE RAF OF NEW AMERICAN AIRCRAFT PD HIS PRIMARY INTEREST PARALLELS WRIGHTFIELD AND NACA DEVELOPMENTS AS APPLICABLE TO PRACTICAL MILITARY USE PD HE HAS EQQPRESSED THE HOPE THAT HE MIGHT MEET ECHOLS KENNY LEWIS AND OTHERS DOING SIMILAR WORK IN USA PD I BELIEVE IT WOULD SERVE A MOST USEFUL PURPOSE AT THIS PARTICULAR TIME WERE LINNELL TO MAKE A FLYING TRIP TO USA TO MEET SUCH PERSONS FIRST HAND AND EQQCHANGE VIEWS WITH YOU REGARDING PRESENT AND FUTURE SECRET DEVELOPMENTS AND TO PROVIDE CLOSE COLLABORATION BETWEEN WRIGHT FIELD AND BOSCOMBE DOWNS PD I UNDERSTAND THAT MOORE BRABAZON WOULD APPROVE AN INVITATION FROM YOU FOR LINNELS TRIP PD I RECOMMEND YOUR FAVORABLE ACTION FOR ARNOLD.

ROYCE

This communication will be returned to
The AGO when it has served its purpose.

EXACT COPY
ACTION COPY

CONFIDENTIAL

*and 2072
YDC23*

*8/15
AG 452.1 (England 87)*

ASC 31 (RAF)

TELEPHONE HOBART 1940

BOX 772
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

ROYAL AIR FORCE DELEGATION
(BRITISH AIR COMMISSION)

~~CONFIDENTIAL~~

YOUR REF:

OUR REF: A. 20,647/41.

11th August, 1941.

Major General H.H. Arnold,
Deputy Chief of Staff,
U.S. War Department,
WASHINGTON, D.C.

DECLASSIFIED
JCS Memo
8 Jan. 1978
By: *dm, LC*; Date: *6/2/76*

Dear *Arnold*

Further to my letter of August 2nd on the subject of Tomahawk successes in the Middle East, I have now heard from the Air Ministry that the period covered is from May 15th to July 23rd, and not June 23rd as originally stated. The Air Ministry also say that the figures supplied by your representatives for the period May 12th to June 22nd are agreed, but that the figures for the period May 15th to July 23rd are as originally given, namely: - brought down 25, probably destroyed 8, damaged 5. This explains the discrepancy between the two sets of figures.

Yours

Arthur

~~CONFIDENTIAL~~

AAG4521 Aug 20

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DDO 115

SECRET

(To be filed with correspondence)

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

SUBJECT: Orders on Major Gordon P. Saville, A. G.

NO.	FROM	TO	DATE	DATA AAF/A-1 - REN
1.	Air Staff	Commanding General, AFCC	1941 8-20	<p>1. The Chief of Army Air Forces has directed that Major Gordon P. Saville, Air Corps, proceed to London, England, on temporary duty with General Chaney's mission immediately upon completion of the fall maneuvers. It is requested that the headquarters concerned be so advised and that this staff be advised without delay as to the date on which Major Saville will complete his duties with the maneuvers.</p> <p><i>RM</i> C. S. Chief of Air Staff</p>
1 Incl.	Exact copy of cablegram AG210,684 (8-11-41) fm. Chaney.	MC, 8/11/41		
2.	CG AFCC	Chief of the Air Forces	1941 8/27	<p>The 1st Interceptor Command exercises will terminate October 17, 1941. As Major Saville will need a few days to complete his work in connection with those exercises, it is recommended that he be considered available after October 20, 1941. The 1st Air Force has been advised.</p> <p><i>W.R.</i> C. W. R. Chief of Staff.</p>
1 Incl.	No change.			
3.	a-1	H.A.A.F. files	12/2	<p><i>Cal. B. B. B.</i></p>

457.1 England 18

(Do not use reverse side)

SECRET

N-4084, 40

Avr 1945 452.1 Enc 16

533

~~SECRET~~
HEADQUARTERS ARMY AIR FORCE

DECLASSIFIED
EOD 1185

ROUTING AND RECORD SHEET

By: *M. H. ...*

(To be filed with correspondence)

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

SUBJECT: Orders on Major Gordon P. Saville, A. C.

NO.	FROM	TO	DATE	DATA
1	A-1	AAG	1941 8/16	<p>1. General Emmons does not desire to lose the services of this officer until the completion of Fall maneuvers. General Cousins concurs with the CG, AFCC.</p> <p>2. Further consideration will be given this request upon completion of maneuvers.</p> <p>3. It is desired that this information reach General Chaney.</p> <p style="text-align: right;"><i>J. B. OJB</i> A-1</p> <hr/> <p><i>A-1 (Coordinate with A-2)</i></p> <p><i>Saville will go on completion of Fall maneuvers. Gen Chaney & Gen Emmons will be notified.</i></p> <p style="text-align: right;"><i>CS</i> <i>JPM</i></p>

(Do not use reverse side)

K-4664, AC

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

Date Aug. 7/41

TO:

- Chief of the Army Air Forces.
- G.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.~~ *mcc McD - zw*
- A-3 Division. *John turn*
- A-4 Division. *on MS 6/41*
- Air War Plans Division.
- Budget Section.
- Statistics Section.
- Air Inspector
- A.F. Files

To A-4.

WNA
WM. W. DICK,
Lt. Col., A.G.O.
Air Adjutant General.

A.A.F-10-A.

AA 452.1 Eng 15

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EXACT COPY
ACTION COPY

DECLASSIFIED
DOO hrs
8 Jan. & 20 June
1977
1.C. Date 11/2/77

(HC)

DI 8

CABLEGRAM

EHB/agh-1712

FILED 550PM 7TH

AG 452 (8-7-41)MC

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

August 7, 1941

1209PM

From LONDON

To AGWAR

NO 42 AUG 7TH

FORTRESS ONE RETURNING FROM FLIGHT OVER KIEL SECOND WAS ATCKD AT
TWENTYTHREE THOUSAND FEET OVER NORTH SEA EIGHTY MILES EAST OF CROMER
PD FOR ARNOLD PD FIGHT LASTED EIGHT MINUTES PD SEVEN QUARTERING ATCKS
MADE CMA INITIAL ATCK FROM TWO HUNDRED YARDS REMAINING ATCKS FROM
DISTANCE OF SIQQ HUNDRED YARDS PD FACT THAT ATCKS MADE FROM REAR QUARTER
IN PLANE INDICATES PRIOR KNOWLEDGE OF FIRE POWER PD SIDE GUNS FIRED
ABOUT SIQQ HUNDRED ROUNDS BELIEVE ENEMY ARCPT HIT PD FORTRESS SUSTAINED
TWELVE THIRTY CALIBER HOLES ONE FIFTEEN MM SHELL IN STARBOARD SPAR .59"
FORTYFIVE INCHES FROM OUTER TIP PRACTICALLY SEVERING TOP CAP STRIP CMA
DMGE REPAIRABLE PD ONE ME NINE DID NOT ATCK BELIEVE GUN STOPPAGE PD
FLIGHT CONTINUED FOR ABOUT FORTYFIVE MINUTES TO LANDING WITHOUT TROUBLE
PD PHOTOS AND DETAILED REPORT BY BOEING ENGINEER WILL BE FORWARDED PD
ESTIMATE TWO WEEKS FOR REPAIRS NECESSARY REMOVE WING

This communication will be returned to ROYCE
The AGO when it has served its purpose.

EXACT COPY
ACTION COPY

CONFIDENTIAL

A-2-8/8
AG 452 (8-7-41) (15)

AAF - AS
AWV (9-5-41)

~~CONFIDENTIAL~~

DECLASSIFIED
DOD USE
8 Jan 20 20 June 1974
By: *AD/IC: Dave Nicks*

SEP 10 1941

Air Marshal Arthur T. Harris,
Royal Air Force Delegation,
1424 Sixteenth Street, N. W.,
Washington, D. C.

My dear Air Marshal:

I have received a letter, Subject: "General Impressions of Conditions Relevant to the Use of American Aircraft in Great Britain". This letter was written by a technical representative of an American aircraft company. The gist of the subject letter is to the effect that there are many conditions existing in Great Britain at present which are delaying the placing and keeping in service of American airplanes. Those items which are of special interest to you are listed below and refer, of course, to conditions in England:

- (1) Failure of those in high authority to properly coordinate the activities requisite to the placing in service of a given model.
- (2) Failure of those in authority to take proper account of the limited capacity of overhaul and manufacturing facilities when planning modification schemes.
- (3) Deficiencies of repair and overhaul facilities such as an acute shortage of personal tools, depleted and poorly organized tool room stock, an acute shortage of sub-supervisory personnel who have the necessary drive and ability and technical knowledge, general inaptitude of the workmen engaged in the repair and overhaul and a general "don't care" attitude which seems to pervade the entire picture.
- (4) There seems to be a determined desire to modify all American aircraft received.

cmc

-1-

~~CONFIDENTIAL~~

452-1-14

~~CONFIDENTIAL~~

The remainder of the letter deals with corrections that we of the United States Army Air Forces should take in the United States and along the ferry route and in England in order to insure that the best service is obtained from American aircraft.

If conditions as outlined exist in England, it is evident that some corrective action should be taken.

I am referring this matter to you as I know you will wish to investigate this situation and take any necessary steps to see that American airplanes sent to England are being and will be used to the very best advantage.

Sincerely yours,

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

DISPATCHED
SEP 10 1941
AAS

*Let # 12 Sparty to Arnold 9-2
July Rpt of Lt. Col. Kenzie, Boeing Co
Appendix: Ltr to Lane for Rpt Kenzie 6-17-41
Rpt of Mr. Kenzie to AAF, 8-2, from
Mr. R.E. Lee, W/pt and 4 Form Receipt 8-25*

~~CONFIDENTIAL~~

452-1-14

AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE
1, Grosvenor Square, W. 1,
London, England.

fl

No. 43298/OAB

June 18, 1941.

Subject: Report of Mr. R.L. Rousie, Boeing Aircraft Co.
Representative in Great Britain.

To: A.C. of S, G-2, War Dept., Washington, D.C.

Attached herewith for transmittal to Major General
H.H. Arnold, U.S. Army is a report of Mr. R.L. Rousie, Boeing
Aircraft Company's Representative in Great Britain.

/s/ Raymond E. Lee

RAYMOND E. LEE
Brig. General, U. S. Army
Military Attache

Encl: 1
as above

G-2/2083-1686

1st Ind.

CBM/bap/tfb

002, W.D., July 29, 1941 - To: Air Liaison Officer.

encls. n/c

C
O
P
Y

COPY

AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE
1 Grosvenor Square, W.1,
London, England.

June 17, 1941.

MAJOR GENERAL H. H. ARNOLD
Deputy Chief of Staff, U.S. Army,
Washington, D.C.

Subject: General Impressions of Conditions Relevant to the Use
of American Aircraft in Great Britain.

The following material has been prepared at the sugges-
tion of Major Carl Brandt, A.C. for submission to your office.

A. Present conditions which are delaying the placing
in service of American aircraft and which would seriously jeopardize
the effectiveness of a future rapid delivery of aircraft to
Great Britain.

1. Failure of those in high authority to properly
coordinate the activities requisite to the placing in service
of a given model.

When the intended service has been determined
and necessary modifications decided upon, no continued central
force is exerted to assure the consummation of the selected
policy. Those in authority do not seem to visualize and ant-
cipate the requirements relating to accelerated future
deliveries of aircraft or the vital dependence of the future
picture upon the prompt execution of the present one.

2. Failure of those in authority to take proper
account of the limited capacity of overhaul and manufacturing
facilities when planning modification schemes.

3. Deficiencies of Repair and Overhaul Facilities.

a. An acute shortage of personal tools. Few
workmen have requisite personal tools and it is
understood they are not now available commercially.

b. Depleted and poorly organized tool room
stocks.

COPY

- 2 -

c. An acute shortage of "squad leaders" and sub-supervisory personnel with the drive and ability to account to their superiors for a given sub-phase of the work. Men in these capacities seem to lack a feeling of responsibility and will readily allow schedules to fall or work to be improperly done if they can "pass the buck".

d. General inaptitude of workmen. The British manufacturing industry has absorbed nearly all competent help thus leaving overhaul and repair bases manned by workmen with little skill and capability. A lack of knowledge of material standards, construction methods, etc. exists among this class of workmen.

e. Marked lack of patriotic spirit and national objective among workmen. A "don't care" attitude seems to pervade the entire picture.

4. Incorporation of Modifications by British Manufacturing Firms. The zeal displayed by these firms endeavoring to secure modification jobs on American aircraft tends to provoke suspicion that such modification work may not be carried out to the best interests of the government. Such firms should be carefully supervised to assure proper adherence to schedules.

5. The following policies appear advisable if large quantities of aircraft under "Lend Lease" or other arrangements are to exert their full intended effectiveness.

1. Incorporation of all changes and modifications before aircraft leave the U.S. So far as practicable, the aircraft should be ferried across the Atlantic, serviced, and dispatched to squadrons.
2. Supervision of Servicing Activities at key points along the ferry route by American Factory or U.S. Army personnel.
3. Supervision of Overhaul and Servicing Activities in Great Britain by American personnel with sufficient authority to assure proper and effective treatment of aircraft.
4. Careful study of projects by American personnel to anticipate and eliminate "bottlenecks" which will ruin the effectiveness of the planned deliveries.

Respectfully yours

/s/ R.L. Rousie
R.L. ROUSIE
Technical Representative
The Aircraft Co.

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
DISPOSITION FORM

DECLASSIFIED
DOO 182

Date **SEP 29 1941**

AG

© Jan. & 20 June 1974
No. 11111-10; Date 11/1/74

AAF

CONFIDENTIAL

SUBJECT: High altitude tests of B-17C and D airplanes.

	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:	<u>OCAC</u>	CSO	Fin.	Ord.	Ex. R. A.	ENGR
	AFCC	Inf	FA	Cav	CAC	CMS
	TAG					

FOR:	SW directs	Comment or concurrence	Information for reply
	Draft of reply attached	Direct reply made	Ind. approved
	Approved	Inviting attention to	Primary interest
	Disapproved	See notation of _____	Notation and return
	File	Information	Noted _____

AAF/A-3
10MacC-ek

What steps have been taken to correct the defects noted? ←

Incls:

- #1-Ltr. Ch., AAF, 9/11/41 fr. Hq., AFCC.
- #2-Ltr. to CG., AFCC, fr. 20th Bomb Wg, 8/27/41, w/2 Reports.

For the Chief of the Army Air Forces:

E. P. Curtis
EDWARD P. CURTIS,
Major, Air Corps,
Secretary of The Air Staff



CONFIDENTIAL

Incl 3
w-982
A9-30(14-B) 1F-290

W-4689, A.C.

Rev. 44452.1 Eng (16)

DECLASSIFIED
DOD ltr
8 Jan. & 20 June 1974

~~CONFIDENTIAL~~

HEADQUARTERS AIR FORCE COMBAT COMMAND
BOLLING FIELD, D. C.

(E-13)

In reply refer to:

ACC 452.1 (8-30-41)

September 11, 1941.

Subject: High Altitude Tests of B-17C Airplanes.

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

Transmitted herewith further reports on the subject tests conducted by units of the 2d Air Force.

For the Commanding General:

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

1 Incl.
Ltr 20th Bomb Wg, 8-27-41,
Subj "High Altitude Test of
B-17C & D Aplns," to CG,
AFGC, w/2 Reports.

~~CONFIDENTIAL~~

- 1 -

- Att 452.1 Eng (10)

W-782

4862

DECLASSIFIED
DOD ltr
8 Jan. & 20 June 1974

~~CONFIDENTIAL~~

HEADQUARTERS
20TH BOMBARDMENT WING A. F. C. C.
FORT DOUGLAS, UTAH

E-hgm

452.1

August 27, 1941

SUBJECT: High Altitude Test of B-17C and D Airplanes.

TO : Commanding General, Second Air Force,
Fort George Wright, Washington.

1. Transmitted herewith are reports requested in Immediate Action letter your Headquarters, dated August 21, subject and file number same as above.

2. Two sets of reports are submitted. The first set shows unsatisfactory results obtained on first attempts to complete missions. The second set of reports gives results of completed missions.

3. It is believed all reports are self-explanatory.

4. It is believed that the number of difficulties encountered would be reduced as a result of experience gained during these tests, and would be more satisfactory in the future.

5. Bomb loadings in these tests consisted of 20 100-pound practice bombs inasmuch as there are no 300-pound bombs available at this station.

Lowell R. Smith
LOWELL R. SMITH,
Colonel, Air Corps,
Commanding.

2 Incls:
#1-5 Reports high altitude tests 8-25-41
#2-5 Reports high altitude tests 8-26-41

~~CONFIDENTIAL~~

Incl 1
W-982

4862

XC270

att 452.1 England (10)

DECLASSIFIED
DDO ltr

9 Jan. & 20 June 1974
A. H. H. AC: Dec. 1974

CONFIDENTIAL
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: Difficulties of the British with the B-17 Equipment.

NO.	FROM	TO	DATE	DATA
1.	Air Staff (A-2)	Air Staff (A-1) (A-4)	1941 8/9	For information and return to Air Staff, A-2. M. F. S. Air Staff, A-2.
	2 Incls. R & R #1 and #2. Memo fr. OCAC 7/28/41 to CAAP.			
2.	A-1	A-4	1941 8/14	Noted. R. P. C. A-1
	2 Incls. R & R #1 and #2. Memo fr. OCAC 7/28/41 to CAAP.			
3	A-2	A-2	1941 8/16	Noted M EP A-4 OP

H52.1 England (X)



(Do not use reverse side)

W-4664, AC

6/11

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

CONFIDENTIAL

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

DECLASSIFIED
DOO 103

8 Jan. 20 1974
DATE: 1/20/74

JUL 28 1941

MEMORANDUM FOR: Chief of the Army Air Forces.

SUBJECT: Difficulties of the British with the B-17 Equipment.

1. Relative to your R. & R. of June 18,
Subject: Difficulties of the British with the B-17
Equipment:

a. One complete Maintenance and Combat Crew has been ordered to England.

b. Six men are now in England. Three are actually en route. The remaining eight are to depart Saturday, July 26, by air.

c. All necessary instructions relating to fusing of American bombs are now in England, taken by Major Mechling, Ordnance Department.

d. The Ordnance Department prepared ballistic data for all American bombs in possession of the British. Data includes speeds up to 400 miles per hour and altitudes to 30,000 feet. Sufficient data for twenty B-17 Airplanes was taken to England by Major Mechling.

2. All available data on defrosting of bomb bay windows and bombsights were taken to England by Major Mechling. Data included instructions, suggestions, drawings and specifications.

Geo. H. Brett

Geo. H. Brett,
Major General, Air Corps,
Chief of the Air Corps.

1 Incl. R&R, 6/20/41 fr. CAC
to Intell. Div.

*Gen. A.
personally
interested*

CONFIDENTIAL

10206

AAG 4521 England (4)

CONFIDENTIAL

OFFICE OF THE CHIEF OF THE AIR CORPS
ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

SUBJECT: Difficulties of the British with the B-17 Equipment.

NO.	FROM	TO	DATE	DATA
1	DC/S (A)	OCAC	6/18 1941	<p>1. Information received from General Royce in England indicates that the British are having considerable trouble with the B-17 equipment, so much so that these airplanes can not possibly be used for operating missions prior to July 10th. Most of the trouble, according to General Royce, could be eliminated were complete combat and maintenance crews available for giving advice to the British, and were proper tools available for them to use.</p> <p>2. In order that the British may be able to utilize the B-17 airplanes at the earliest possible moment, it is desired that the equipment, information, and personnel as listed below be in England not later than July 10th:</p> <ul style="list-style-type: none"> a. One complete combat crew less first pilots for B-17 airplane. b. One complete maintenance crew for B-17 airplane. c. Necessary gages and wrenches for fusing and loading American bombs, with the proper instructions for fusing and loading the bombs. d. Ballistic data to enable the British to properly bomb from altitudes above 20,000 ft. at speeds up to, say, 400 miles per hour using American bombs and the B-17. It is very important that this information be sent to England before the end of this month. e. Data relative to the use of superchargers above 25,000 ft., and correct curves for air

Handwritten notes:
 T M 9-980
 Bombs for Aircraft
 Mr. Feltman (see Jan. 3222)
 Col. Quinn Office
 Maj. Neckling } 946.
 Col. Egan
 Col. [unclear] 3222
 [unclear] data

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(Do not use reverse side)

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OFFICE OF THE CHIEF OF THE AIR CORPS
ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

SUBJECT: Difficulties of the British with the B-17 Equipment.

NO.	FROM	TO	DATE	DATA
2.	CAC	Major Casado, Intell. Div.	1941 6-20	<p>1. Upon recommendation of the Chief, Intelligence Division, you are designated the Project Officer to follow through on the completion of the above directive from the Deputy Chief of Staff (Air).</p> <p>2. A copy of this directive and M&R #2 is being forwarded to the Material Division for their information and assistance to you in the completion of this project.</p> <p>3. Reference the discussion with the Executive yesterday on the completion of certain combat crews to be transferred to England, this complete crew will fit into that discussion so that there will be in England at the time specified by the Deputy Chief of Staff (Air) above, one (1) complete combat crew for the B-17 airplane.</p> <p>4. <u>The Chief of the Air Corps desires that a daily progress report be made to him personally reference above directive from the Deputy Chief of Staff (Air).</u></p> <p>5. Your particular attention is invited to Paragraph 3 of the above directive. You will bring this to the attention of the Chief of the Air Corps so that he can report to the Deputy Chief of Staff (Air) if any difficulties are encountered.</p> <p style="text-align: right;"><i>G. E. S.</i> G. E. S. Executive</p>

Handwritten notes:
 J. [unclear]
 KC43

CONFIDENTIAL

(Do not use reverse side)

CONFIDENTIAL

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

DECLASSIFIED
600 Hrs
9 Jan. 6 20 June 1976
IC, Date 1/14/76

(To be filled with correspondence)

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

SUBJECT: Difficulties of the British with the B-17 Equipment.

Page 2

NO.	FROM	TO	DATE	DATA
1	DC/S (A)	OCAC	6/18 1941	<p>speed and propeller speed. The only instructions they now have are "Tentative Operating Instructions for Model B-17C," put out by the Boeing Company, marked D-2805.</p> <p>f. Information relative to de-frosting bomb windows for use at altitudes in excess of 20,000 ft. At the present time no bombing can be done in England in excess of 20,000 ft. due to the lack of this de-frosting equipment. We should have it for our airplanes under any circumstances, and the British must have it.</p> <p>3. It is desired that you take steps to secure information and prepare directives for sending the necessary personnel, information, and equipment outlined above. In case difficulties are encountered, it will be brought to the attention of the undersigned without delay so that early action can be taken.</p> <p style="text-align: right;"><i>[Signature]</i></p>

CONFIDENTIAL

(Do not use reverse side)

F-4071, 10

OFFICE OF THE CHIEF OF THE AIR CORPS
ROUTING AND RECORD SHEET

DECLASSIFIED
000 191
8 Dec. 6 29 June 1971
KALLEN J.C. Date 10/12/71

(To be filed with correspondence)

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

S-F-177

SUBJECT: Cablegram No. 76 from London.

NO.	FROM	TO	DATE	DATA
1.	Intell. Division (2-B-3) EBC:fm1	Material Division	AUG 18 1941	1. Reference attached copy of cablegram No. 76 dated August 11, 1941, to AGWAR, signed by General Royce, regarding Whittle information. 2. Forwarded for necessary action. <i>J. G. TAYLOR,</i> Lieut. Colonel, Air Corps, Chief, Intelligence Division. 1 Incl. Cy. cable #76 fr. London, 8/11/41
2	<i>Mat Div.</i>	<i>Intelligence Div.</i>	<i>8/19/41</i>	<i>J. E. + Wright Field have been notified.</i> <i>MSB</i> <i>TSB</i> <i>QPE.</i>
3	Intell. Division (2-B-3) EBC:fm1	Air Staff (A-2) THRU Chief of Air Corps	AUG 22 1941	1. Forwarded for information. <i>J. G. TAYLOR,</i> Lieut. Colonel, Air Corps, Chief, Intelligence Division. Incl. n/c <i>8/28/41 Basic returned to JCS for file,</i>

452.1 CMA

(Do not use reverse side)

~~SECRET~~

W-4091, AC

A-2-8/22

59-665

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING SLIP

8-14
Date

DECLASSIFIED
OGG 195
8 Jan & 20 June 1978
ACI Date 12/14

TO:	FROM:	FOR:
<input type="checkbox"/> Administrative	<input checked="" type="checkbox"/>	<input type="checkbox"/> Approval
<input type="checkbox"/> Civilian Personnel	<input type="checkbox"/>	<input type="checkbox"/> Central Files
<input checked="" type="checkbox"/> Executive	<input checked="" type="checkbox"/>	<input type="checkbox"/> Comment
<input type="checkbox"/> Ferrying Command	<input type="checkbox"/>	<input type="checkbox"/> Concurrence
<input type="checkbox"/> Fiscal	<input type="checkbox"/>	<input type="checkbox"/> Coordination
<input type="checkbox"/> Inspection	<input type="checkbox"/>	<input type="checkbox"/> Direct Reply
<input type="checkbox"/> Intelligence	<input type="checkbox"/>	<input type="checkbox"/> Investigation
<input type="checkbox"/> Legal	<input type="checkbox"/>	<input checked="" type="checkbox"/> Mail by Message Center
<input type="checkbox"/> Materiel	<input type="checkbox"/>	<input checked="" type="checkbox"/> Necessary Action
<input type="checkbox"/> Medical	<input type="checkbox"/>	<input type="checkbox"/> Notation and Return
<input checked="" type="checkbox"/> Personnel	<input checked="" type="checkbox"/>	<input type="checkbox"/> Preparation of Reply
<input type="checkbox"/> Public Works	<input type="checkbox"/>	<input type="checkbox"/> Recommendation
<input type="checkbox"/> Training Operations	<input type="checkbox"/>	<input type="checkbox"/> Remark
		Return by _____
		Return to _____ Div.
		Signature _____
		Signature by _____ Div.

*It is believed things should
 be forwarded to Int. Div
 It appears to be a G-2 matter
 that should be settled & approved*

CONFIDENTIAL

SECRET
DECLASSIFIED

DECLASSIFIED
DDO 122
8 Jan 8 20 June 1974
Dr. M. J. ...

**WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON**

**In Reply
Refer To:**

URGENT ACTION

ON PARAPHRASE of Cablesgram, No. 74, August 1, from London, England, Spobs.

SUBJECT: Air Ministry Data.

AS 581 (8-1-41) HQ

1st Indorsement

HRD/mir - 1713

War Department, A.G.O., August 4, 1941. - To: Chief of the Army Air Force.

For your information.

By order of the Secretary of War.

/s/ GAIL ROBINSON,
Adjutant General.



over

SECRET
DECLASSIFIED

HENRY HARLEY ARNOLD

Box 124 Folder A

MILITARY

7
DECIMAL

SAS 457.1 England
(52110)

DECLASSIFIED
DOD
on June 1974
17/2/74
CS
JCS Memo

~~CONFIDENTIAL~~
~~SECRET~~

DECLASSIFIED
DDO 1125
8 Jan. 4 20 June 1974
E.O. 11652, 10; Dec. 16/2/74

452.1 England (110) B

3. AAF/ASG AAF/A-2 11/5
Cable
Section

AAF/ASG ERL:tk
In accordance with comment 2, above, a cablegram as paraphrased below was sent to the Military Attache, London, on November 3, 1941, as message number 461.

"From Arnold for Brett reference your 937. Due to status of new production program, not considered advisable to send Rehole to London at this time. Plan to send him to London for about 10 days after Linnell returns to England."

V.V.D.
AAF/Air AG

CONFIDENTIAL

OFFICE OF THE CHIEF OF THE AIR CORPS
ROUTING AND RECORD SHEET

DECLASSIFIED
 8 Jan 6 20 1994
 BY: [Signature] AC Date 10/12/76

(To be filed with correspondence)

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

SUBJECT: Transmission of Cablegram.

NO.	FROM	TO	DATE	DATA
1	(4) General Echols	AAF A-2	1941 11-3	The attached cablegram was prepared in accordance with General Arnold's instructions. Incl. R&R fr HHA to Intel.Div. Chief, Materiel Division. <i>O.F.E.</i>
2	AAF A-2	AAF AAG Cable Section	1941 11/3	Request that the attached cablegram be forwarded to General Brett. <i>M.F.S.</i> c/A-2 <i>gwen</i>
3.	AAF/AAG Cable Section	AAF/A-2	11/5	In accordance with comment 2, above, a cablegram as paraphrased below was sent to the Military Attache, London, on November 3, 1941, as message number 461. "From Arnold for Brett reference your 937. Due to status of new production program, not considered advisable to send Echols to London at this time. Plan to send him to London for about 10 days after Linnell returns to England." <i>RRR</i> for V.W.D. AAF/Air AG

4521 England (110)

(Do not use reverse side)

CONFIDENTIAL

ci-635

File - MCC.
 F-5091. AG # 2-11/6
 2-11/3

CONFIDENTIAL
HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
E.O. 13526
DATE 12/20/04

(To be filed with correspondence)

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

SUBJECT: Transmission of Cablegram.

NO.	FROM	TO	DATE	DATA
1	Chief of the Army Air Forces	Intelligence Division	11-3 1941	<p>It is requested that cablegram, substantially as follows, be forwarded General Brett:</p> <p>"REFERENCE YOUR NUMBER NINE THREE SEVEN DATED OCTOBER THIRTIETH, DUE TO STATUS OF NEW PRODUCTION PROGRAM, NOT CONSIDERED ADVISABLE TO SEND ECHOLS TO LONDON AT THIS TIME. PLAN TO SEND HIM TO LONDON FOR ABOUT TEN DAYS AFTER LINNELL RETURNS TO ENGLAND.</p> <p style="text-align: right;">ARNOLD"</p> <p style="text-align: right;">H.H.A.</p>

(Do not use reverse side)
CONFIDENTIAL

W-4884, AC

Incl.
ci-635

CONFIDENTIAL
HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
E.O. 13526
DATE 10/10/07

(To be filed with correspondence)

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

SUBJECT: Letter from General Arnold to Air Marshal A. T. Harris

NO.	FROM	TO	DATE	DATA
1	AAF AWPD	AAF A-4	1941 10/13	<p style="text-align: right;">AAF/AWPD KNW-dmn</p> <p>1. The Air War Plans Division raises a question with respect to the proposed exchange of DC-3's for Boston III's. The need for transports for training air infantry and parachute troops and for the movement of supplies will continue to be pressing. Certain color plans while not yet approved but in the process of preparation, indicate air infantry and parachute troops may be used in conjunction therewith. Airplane supplies are not available in sufficient quantities to enable all bases to stock adequately. Until this situation is alleviated, the importance of the transport for moving equipment and supplies from depots to bases must not be overlooked.</p> <p>2. The organization of parachute and air infantry organizations in the Caribbean Defense Command indicates the need for approximately 42 transports with a reserve of approximately 50%. The situation in South America is such that it may be of the greatest importance to be able to move such troops by air transports. At the present time, there are 6 transports based in Panama. Scheduled deliveries indicate that the 20th Transport Squadron will be brought up to the strength of 20 transports by July 1942. Any action which impedes the early augmentation of the required transports for the Caribbean Department would appear to be undesirable.</p> <p>3. Ferrying of aircraft for the British requires the use of the transport lines by personnel, in returning to factories after a ferry trip. The transport lines are already overburdened.</p> <p>4. The need for transports appear to be such that it is preferable to retain them and thus delay having 65 Light Bomber type airplanes until American</p>

(Do not use reverse side)
CONFIDENTIAL

W-4884, AC

CONFIDENTIAL
 HEADQUARTERS, U.S. AIR FORCES
ROUTING AND RECORD SHEET

10/21

(To be filed with correspondence)

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

SUBJECT: Letter from General Arnold to Air Marshal A. T. Harris

NO.	FROM	TO	DATE	DATA
1 (Cont'd)	AAF AWPD	AAF A-4	10/13	deliveries make possible then to make the exchange suggested in the letter. 1 Incl.- Ltr to Air Marshal Harris fr Gen Arnold. <i>HLG</i> <i>C/AWPD</i> <i>Abb</i>
2	AAF A-3	C/AS	10/17	<i>These B75 are for night fighters and not light bomber units, they are better than the A-20 or A-20B because faster and have a higher critical altitude.</i> <i>E.F.M.</i>

4521 program

107

CONFIDENTIAL
 (Do not use reverse side)

~~SECRET~~

PRIORITY

CABLEGRAM

RELAYED

DECLASSIFIED
DOO 013

OCTOBER 27, 1941

452

MILITARY ATTACHE
AMERICAN EMBASSY
LONDON, ENGLAND

8 Dec. 4 20 June 1976
By: [unclear] AC, Date: 10/27/76

.....FOR BERTT FROM ARNOLD. RE YOUR 819. DON'T GET
THE IDEA THAT YOUR WORK ABROAD IS NOT APPRECIATED BECAUSE IT IS. IN ORDER FOR
YOU TO CARRY OUT YOUR MISSION SUCCESSFULLY YOU WILL BECOME VERY UNPOPULAR.
DON'T FORGET THAT WE HAVE A FIFTY-FOUR AND AN EIGHTY-FOUR GROUP PROGRAM ON
THIS SIDE WHICH WILL REQUIRE A CONSIDERABLE NUMBER OF OFFICERS, ENLISTED MEN,
EQUIPMENT AND CIVILIAN MECHANICS. WE ARE CONSIDERING ALL OF YOUR RECOMMENDATIONS
FROM THE BROAD VIEWPOINT OF THE WHOLE PICTURE AND WILL KEEP YOU INFORMED OF
ACTION TAKEN AS SOON AS POSSIBLE.

Dispatched
OCT 27 1941
AAG

ADAMS

Copy for Maj Lewis

OCT 27 41 AM



1A-30
10
RECEIVED
FOR LIAISON SEC. OCAG

~~SECRET~~

air 452.1 Eng 103

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DD FORM 1
8 Jan. & 20 June 1954
By *SP4/11/10/16*

(To be filed with correspondence)

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

SUBJECT: Cablegram No. 833 from London.

3563

4521 England 97

NO.	FROM	TO	DATE	DATA
1	AAF A-2	(OCAC (Intel	1941 10/27	<p style="text-align: right;">AAF/A-2 MCC/ekp</p> <p>It is requested that a cablegram, substantially as follows, be forwarded to the Military Attache, London, England.</p> <p style="text-align: center;"><i>For info from London</i></p> <p style="text-align: center;">RE YOUR CABLE NUMBER EIGHT THREE THREE ARRANGEMENTS BEING MADE TO CARRY OUT YOUR RECOMMENDATIONS FOR GROUP CAPTAIN LYWOOD AND ASSISTANTS, BAC CONCURS</p> <p style="text-align: right;">M.F.S M.F.S. C/A-2. <i>by Jones.</i></p> <p>Incl. cy of parap.cable - No. 833, 10/23</p> <p style="text-align: right;"><i>ac 218</i></p>
2.	OCAC Intel.	AAF/A-2	OCT 28 1941	<p style="text-align: right;">(2-C) HRL:tk</p> <p>A cablegram as written in comment 1, above, was forwarded to the Air Adjutant General for transmittal by The Adjutant General to the Military Attache, London, on October 27, 1941.</p> <p style="text-align: right;"><i>RPK</i> J.G.T. C/OCAC, Intel.</p> <p>1 Incl. n/c</p>
				<p><i>file</i></p> <p><i>Noted MFS.</i></p>

(Do not use reverse side.)
RESTRICTED

H-4864, 40

WAR DEPARTMENT
Chief of the Army Air Forces

Date 10/25/41

TO:

- Chief of Air Force Combat Command
- Chief of the Air Corps
- Chief of the Air Staff
- Secretary of the Air Staff
- ~~Adjutant General, Army Air Forces~~

② A-2
FOR:

- Comment or Concurrence
- Coordination
- Direct Reply
- Draft of Reply
- File
- ② Necessary Action
- Note and Return
- Preparation of Study
- Remark and Recommendation
- Your Information

REMARKS:

ACTION DESIRED BY: _____

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

X-57-C, A.C.

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

Date 10/24/41

TO: GENERAL ARNOLD:

Have taken up the matter of having Capt. Lywood and his assistants working with the Maintenance Command, and with General Kenney at Patterson and Wright Fields. Both Air Marshal Harris, and Sir Henry Self agree that it is to our mutual advantage to do so, and Air Marshal Roderick Hill will come by to arrange about details for their attachment.

M. F. S.
M. F. S.

~~*[Handwritten signature]*~~

[Handwritten initials]

A-2 DIVISION

X-225-B, A.C.

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General
Washington, D.C.

Date OCT 23 1941

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

For necessary action.

WMA

WM. W. DICK,
Lt. Col., A.G.O.
Air Adjutant General.

A.A.F-10-A.

DECLASSIFIED
DDO 874
9 Jan 82 2:30 PM
A-2-10/34-1-1050

~~RESTRICTED~~
PARAPHRASED
of
~~RESTRICTED~~

→ *not by Brett
by cable.*

AMD1 2
23/1215PM

October 23, 1941

RESTRICTED

CABLEGRAM

From London

To Adjutant General, War Department

No. 833, October 23rd

For Arrivals About November 1 Group Captain Lywood and 3 assistants should report to EAC. These are up to date on present condition in their respective subjects. Strongly recommend overtures to EAC which will permit these men to do considerable work with maintenance commands and Kennys outfit. Lywood specially qualified in maintenance and repair and is full of problems on the subject of spare parts and their effect upon maintenance.

Brett

ACTION COPY TO AAF/AAG

Received in Foreign Liaison
Section 3:02, October 23, 1941

Distribution

Army Air Forces

3 cys. Air Adj. Gen.

Air Corps

- 1 cy. Chief of Air Corps
- 1 cy. Chief, Materiel

~~RESTRICTED~~

A-2-10/34-1-1050
air 452.1 Eng. (99) 10/25

DECLASSIFIED
DDO 114

8 Jan 20 1988

AP/16/10/12/76

RESTRICTED

DECLASSIFIED

October 27, 1941

MEMORANDUM FOR: The Adjutant General

SUBJECT: Transmittal of Cablegram.

It is requested that the attached **RESTRICTED** cablegram be transmitted to the Military Attache, American Embassy, London, England.

For the Chief of the Army Air Forces:

Wm. V. Dick,
Lt. Col., A.G.F.
Air Adjutant General

1 Incl.
cable to M/A, London
A. G. No. 216

Disseminated
OCT 28 1941
AAE

RESTRICTED

Am 28457-1 England 99B

DECLASSIFIED
DOO 79a

8 Jan. 6 20 June 1978

By ALM/LL/SC, Date 10/12/76

~~RESTRICTED~~

~~RESTRICTED~~

CABLEGRAM



Office Chief of Air Corps

(3-0)

MILITARY ATTACHE
AMERICAN EMBASSY
LONDON ENGLAND

FOR BREFT FROM ARNOLD PERIOD REFERENCE YOUR EIGHT THREE
THREE PERIOD ARRANGEMENTS BEING MADE TO CARRY OUT YOUR
RECOMMENDATIONS FOR GROUP CAPTAIN LYWOOD AND ASSISTANTS
PERIOD SAC CONCURS

ARMS

10427

ACTION TAKEN: 10-28-41
by radio to Milattache
Ambassy, London.
EHR/odm-1712

47 AGO
28 1941

OCT 28 1941



A. C. No. 218

Comerback Reply

Return 2015

*(47) AR 452 (10-27-41)
Am OY 452.1 England (99) B*

~~RESTRICTED~~

Am OY 452.1 England (99) B

HEADQUARTERS ~~SECRET~~ FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DDO Rev.
8 Jan. & 20 June 1974
By: *AD/CL* Date: *10/2/76*

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

File No.
Tally No. AAF

SUBJECT: Cablegram No. 825 from London.

NO.	FROM	TO	DATE	COMMENTS
1	AAF A-2	OCAC	1941 10/24	Request information on which to base a reply. 1 Incl. Paraphrase of cable No. 825, 10/22.
2.	C/AC	AAF/A-2	10/29	1. By informal telephone conversation between Major Bowman of this Office and Capt. Lipscomb of the British Air Commission, it has been determined that Mr. Hindley has not yet arrived in the United States. Capt. Lipscomb has agreed to notify this Office immediately upon Mr. Hindley's arrival at which time we will arrange for a meeting with General Fairchild. Incl. n/c

AAF/A-2
NCC/ekp

MIS

M.F.S.
C/A-2.

OCT 25 1941
RECEIVED
COMMUNICATIONS
AND FILE UNIT

Av-B
for
M.S. F.,
Executive.

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DDO 105
8 Jan 80 1000 1234
By: *HA/16 AC, Date: 10/12/74*
(To be filed with correspondence)

~~SECRET~~

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

SUBJECT: Cablegram No. 825 from London.

NO.	FROM	TO	DATE	DATA
3.	AAF A-2	AAF AAG	1941 10/30	<p>AAF/A-2 JMc-pa</p> <p>It is requested that a cable substantially as follows be sent to General Brett, London:</p> <p>"Arrangements will be made for General Fairchild to meet Mr. Hindley immediately upon arrival here. Arnold."</p> <p>1 OCT 31 41 AM</p> <p>1 Incl. Action copy of cable #825.</p> <p><i>for M.F.S. C/A-2</i></p> <p><i>452,1 England 97</i></p>
4.)	AAF/AAG Cable Section	AAF/A-2	11/3	<p>RECEIVED FOR LIAISON SEC, OACG. AAF/AAG RRL:tk</p> <p>In accordance with request contained in comment 1, above, a cablegram as paraphrased below was sent to Military Attache, London, as message number 440, on October 31, 1941.</p> <p>"Per request in your cable 825, arrangements will be made for General Fairchild to meet Mr. Hindley immediately upon arrival here. From Arnold for Brett."</p> <p><i>RRL</i> <i>W.V.D.</i> AAF/Air AG</p> <p>1 Incl. - n/c</p> <p><i>file - ncc</i> <i>per sec.</i></p> <p><i>67 239</i></p>
				<p><i>file - ncc</i> <i>per sec.</i></p> <p><i>A-2/1/3</i> <i>10/12/74</i> <i>452,1 England 97</i></p>

(Do not use) ~~SECRET~~

SECRET
DECLASSIFIED
DDI 100
8 Jan. & 20 June 1974
100, DDD

AAF/ANPD
KNW-dnn
wtn 10/13/41

OCT 22 1941

Brigadier General Ralph Royce,
Military Air Attache,
1. Grosvenor Square, W. 1
London, England

My dear Royce:

I am sorry to have delayed in answering your letter of August 22, relative to your conversations with Mr. Finant concerning heavy bombers.

This delay was occasioned by an involved study which we have been making with respect to exporting the maximum number of airplanes possible to nations opposing the Axis.

Our study has resulted in the following policy: The airplanes to be available for export are those produced under Defense Aid, in British and other foreign contracts, plus 15% of the aircraft produced under Army contracts.

The study in question has been entitled "A-87D/2". A copy of the study was taken with the Garrison Commission by Lt. Colonel Bundy of the General Staff. I presume that you are acquainted with it.

A further modification as to allotment of airplanes to specific nations was occasioned as the result of meeting U.S.S.R. requirements. Its effect on the export of heavy bombers resulted in the following tentative allocation to the British:

August 1941 to June 1942 (Inclusive)

From British Contracts	-	139
From Army Production	-	89
		<u>228</u>

This increased the original allotment (188) by 40 heavy bombers.

It must be emphasized that actual numbers must be based upon actual production. If production increases above that estimated, more airplanes are available. The reverse would be true.

45-11 England
96

SECRET
DECLASSIFIED
DDI 100
8 Jan. & 20 June 1974
By *Alan* 10/17/74
AAG

SECRET
DECLASSIFIED

The immediate minimum requirements for the Army Air Forces have been carefully calculated. However, we are well below this minimum, as a result of asking 15% of Army production available for export. This sacrifice of airplanes, urgently required by the Army Air Forces, has been made in an earnest effort to provide the maximum aid possible.

I believe that the action being taken over here as a result of the recent meetings in London and our own studies will result in a logical solution.

With kindest regards.

Sincerely,
Sed. W. H. Arnold
W. H. ARNOLD,
Major General, U.S.A.,
Chief of the Army Air Forces.

Disposition
OCT 22 1941
MAG

DECLASSIFIED
DDI 100
8 Jan. & 20 June 1974
100, DDD
SECRET

~~SECRET~~

SECRET
COPY

AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE
1. Grosvenor Square, W. 1
London, England.

RR/hr

August 22, 1941.

Major General H. H. Arnold,
Office Chief of the Air Corps,
Washington, D. C.

Dear General,

The day before yesterday Mr. Winant sent for me and said that the Prime Minister was very disappointed in the Atlantic Meeting as regards the output of heavy bombers. The Ambassador directed that I see Air Chief Marshal Freeman and find out the story. After forty-five minutes with Freeman yesterday I submitted a paper containing the story as I got it, copy is attached for your information.

While Mr. Winant has not made up his mind, I believe he is planning to make another trip to the U.S. shortly and among other things will want to take up this proposition. Please understand that this is simply Freeman's story as I understand it.

With very best personal regards, I remain,

Sincerely,

s/Ralph Royce,
Ralph Royce,
Brigadier General, U.S. Army
Military Air Attache.

Incl. one.

DECLASSIFIED

DOD - Utra

8 Jan. & 20 June 1974
By *am* LC; Date *1/21/78*

~~SECRET~~

SECRET

COPY

August 22, 1941

MEMORANDUM FOR THE AMBASSADOR:

At a conference with Air Chief Marshal Freeman, the following figures were obtained.

Prior to the Atlantic Meeting the British expected the following heavy bombers:

127	On existing British orders.
1,000	Lend-Lease.
1,731	Diverted from American Army orders. This last figure was 50 per cent of the Army's orders.

Total 2,858

General Arnold informed Freeman that it would probably be necessary to reduce the number as General Marshall did not favor having the U. S. Air Units below their normal number of airplanes. It was first proposed that none of the U.S. Army planes be given to Britain but later Arnold said he thought that 50 per cent of the total production could be given to Britain or

2,295 airplanes.

Freeman countered by asking for 65 per cent. If this figure was applied to the total production, it would be

3,003 airplanes.

On discussing this Freeman seemed to think that he had meant and had told Arnold that 65 per cent applied only to the production after the 127 and 1,000 had been deducted and was more and more sure as he discussed the matter that such was his conception. This then becomes

127
1,000
<u>2,251</u>
Total 3,378

The British want on July 1, 1943 a total production that will have reached an all inclusive figure of	12,520 heavy bombers.
British production will have been	6,532 " "
Leaving a shortage of	5,988 " "
65 per cent of U.S. Army planes	3,378 " "
will still leave a shortage of	2,610 " "

Freeman suggests that we increase our production of heavy bombers by

1. Stopping or curtailing the production of B-25s and B-26s and putting the factories there at work on heavy bombers.
2. Still further curtailing the production of U. S. pleasure autos and using those facilities for producing heavy bombers.
3. Requiring all companies now building bombers to sub-contract at least thirty-five per cent of the work on the heavy bombers to some company not now engaged in building airplanes or engines or spare parts. In doing this to strive to get companies that are not engaged in any necessary war work. To simply take advantage of good organizations and put them to work even if along lines entirely different from their normal business.

DECLASSIFIED

DOD ltr.

8 Jan. & 20 June 1975

By: *llh*, LC; Date: *10/12/74*

Brig. Gen. U.S.A. Mil. Air Att

DECLASSIFIED

500 hrs.

8 Jan. & 20 June 1974

By *KRM* / *SG*; Date *10/10/74*

EXACT COPY
OF ACTION COPY

~~SECRET~~
DECLASSIFIED

RADIOGRAM

RHB bjs 1712

AG 452 (10-16-41) MC

OCTOBER 16 1941

FROM LONDON

TO AGWAR

NO. 744 OCTOBER SIXTEENTH

FOR ARNOLD ATTENTION ECHOLS PD FOLLOWING IS BRIT REQUIREMENT FOR P MD
WR TWO THOUSAND EIGHT HUNDRED ENGINES FOR WARWICK BOMBERS CLN NINETEEN FORTYONE
OCT TWO CMA NOVEMBER FIVE CMA DEC TEN PD NINETEEN FORTYTWO JAN FOURTEEN CMA
FEB TWENTYONE CMA MARCH THIRTY ONE CMA APRIL THIRTYEIGHT CMA MAY SIQQTY THREE
CMA JUNE EIGHTY FOUR CMA JULY NINETY SIQQ CMA AUG ONE HUNDRED SIQQ CMA SEPT
ONE HUNDRED TEN CMA OCT ONE HUNDRED FIFTEEN PD IN THIS SCHEDULE THE REQUIREMENT
IS SETUP SIQQTY DAYS IN ADVANCE OF AIRCRAFT DELIVERIES PD AFTER OCT NINETEENFORTYTWO
CMA ENGINES WILL BE REQUIRED AT RATE OF ONE HUNDRED TWENTY PER MONTH UNTIL
FIFTEEN HUNDRED HAVE BEEN DELIVERED PD THIS INFORMATION HAS BEEN CABLED TO
BAC WITHIN LAST THREE DAYS BY MAP

452.1 Eng.
(94)

ROYCE

EXACT COPY
OF ACTION COPY

~~SECRET~~

452.1 Eng (94)

(4) JHD:JJ
(Wingsman)

Cablegram to General Brett.

1 Ch/AAF Intelligence 1941
Division 10/16

It is requested that the following cablegram be sent to Major General G. H. Brett, American Embassy, 1 Grosvenor Square, London, England:

"In re letters October 13th received today:

- (1) Deolittle directed clear his report with Echols.
- (2) Olds instructed survey southern Ferry route. His people making necessary diplomatic arrangements with countries involved.
- (3) Technical and operational liaison in regards airplane changes apparently no better than four months ago. Needless to say, this is most disappointing to me after conscientious effort we have made. Agree lack of understanding and cooperation between BAC here and MAP these largely responsible and request you strongly recommend to ranking authorities more authority for and more frequent changes in BAC working personnel to assure they represent the latest thinking there. If MAP and AM not in agreement then necessary to have competent AM representatives with proper authority here also.
- (4) Suggest you point out Moore-Barbason, Sinclair, Craven, Linnell, Portal, and Freeman that present arrangement entirely unsatisfactory and, if necessary, set up two production lines for what should be identical British and American airplanes overall production would be reduced about one-third.
- (5) Impossible make decisions on operational changes in England as must have principal manufacturers and Materiel Division representatives in attendance and British personnel should have opportunity to study our production facilities. Feel

TO MAIL & RECORD ROOM
EXECUTIVE
ADMINISTRATIVE
GENERAL
FISCAL
INSPECTION
CIVILIAN PERS.
MATERIEL
MEDICAL
MILITARY PERS.
TRAIN. & OPER.
W. COM. AERO BD.

Cablegram to General Brett.

1 Ch/AAF Intell. 1941
(Cont'd) Div. 10/16

making decisions there would only increase confusion and move it that side.

- (6) Do not agree to "Small Materiel Division in England" for following reasons:
 - (a) Materiel Division representatives to be useful must be in constant touch with American manufacturers and tactical organizations.
 - (b) Further dilution of presently inadequate complement of competent Materiel Division personnel highly undesirable.
 - (c) My cable SPOBS #16 dated August 19, 1941, gave Royce authority to use all Air Corps observers and technical personnel as he sees fit. There are now twenty-eight Air Corps officers on temporary duty in England. Again authorize him to use them to obtain for him any information required, preferably in line with their intended duties, but also for other purposes if he desires.
- (7) You will coordinate all Air Corps activities in England relating to development, maintenance, erection and supply of aircraft, accessories and instructions in use thereof, and resolve immediately any conflict with other agencies.

ARNOLD"

TO MAIL & RECORD ROOM
EXECUTIVE
ADMINISTRATIVE
GENERAL
FISCAL
INSPECTION
AND INTELLIGENCE
MATERIEL
MEDICAL
MILITARY PERS.
H. H. A.
PLANS
TRAIN. & OPER.
W. COM. AERO BD.

~~CONFIDENTIAL~~

DECLASSIFIED
GPO 1964
FORM 10-27-64
EX-101 (10-27-64) D-101

Confidential Report on Trip to England by John Monserrat

1. AAF
A-2

OCAC 1941
Intell. 12/25

1. Forwarding one copy of report of John Monserrat for your information, and return to this office.

AAF/A-2
JDM-asm

1 Incl.
Report on Trip to
England by John
Monserrat

M.F.S.
C/A-2

452.1 England (92)

Incl. forwarded with original paper

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A- WPD	A. insp.	Budget	Sta- tistics
				<i>JDM</i> <i>12/25</i>						

CONFIDENTIAL

AAF-39

452.1 England (92)

SECRET

WHD JMD

FROM	WAR DEPARTMENT
BUREAU	Air Corps
DIVISION	Hq. Army Air Forces, A P 20

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

349-16th PRIORITY

OCT 16 1941

452.1 Eng
(91)

MILITARY ATTACHE
LONDON ENGLAND

AAG THIRTY . . . FOR BERTY . . IN RE LETTERS OCT THIRTEENTH RECEIVED TODAY
 CLM PAREN ONE PAREN DOOLITTLE DIRECTED CLEAR HIS REPORT WITH ECHOLS PERIOD
 PAREN TWO PAREN OLDS INSTRUCTED SURVEY SOUTHERN FERRY ROUTE PERIOD HIS
 PEOPLE MAKING NECESSARY DIPLOMATIC ARRANGEMENTS WITH COUNTRIES INVOLVED
 PERIOD PAREN THREE PAREN TECHNICAL AND OPERATIONAL LIAISON AS REGARDS AIR-
 PLANE CHANGES APPARENTLY NO BETTER THAN FOUR MONTHS AGO PERIOD NEEDLESS TO
 SAY CMA THIS IS MOST DISAPPOINTING TO ME AFTER CONSCIENTIOUS EFFORT WE
 HAVE MADE PERIOD AGREE LACK OF UNDERSTANDING AND COOPERATION BETWEEN BAC
 AND MAP THERE LARGELY RESPONSIBLE AND REQUEST YOU STRONGLY RECOMMEND TO
 RANKING AUTHORITIES MORE AUTHORITY FOR AND MORE FREQUENT CHANGES IN BAC
 WORKING PERSONNEL TO ASSURE THEY REPRESENT THE LATEST THINKING THERE PERIOD
 IF MAP AND AM NOT IN AGREEMENT THEN NEC. SARY TO HAVE COMPETENT AM REPRESENT-
 ATIVES WITH PROPER AUTHORITY HERE ALSO PERIOD PAREN FOUR PAREN SUGGEST YOU
 POINT OUT MOORE-BARBAZON CMA SINCLAIR CMA CRAVEN CMA LINNELL CMA POSTAL
 CMA AND FREEMAN THAT PRESENT ARRANGEMENT ENTIRELY UNSATISFACTORY AND IF
 NECESSARY TO SET UP TWO PRODUCTION LINES FOR WHAT SHOULD BE IDENTICAL BRIT SH
 AND AMERICAN AIRPLANES OVERALL PRODUCTION WOULD BE REDUCED ABOUT ONE THIRD
 PERIOD PAREN FIVE PAREN IMPOSSIBLE MAKE DECISIONS ON OPERATIONAL CHANGES
 IN ENGLAND AS MUST HAVE PRINCIPAL MANUFACTURERS AND MATERIEL DIVISION
 REPRESENTATIVES IN ATTENDANCE AND BRITISH PERSONNEL SHOULD HAVE OPPORTUNITY

DECLASSIFIED
 DND ltra
 8 Jan 8 79 1974
 By *llc* JLC: Date *2/24/79*

SECRET

DIVISION FILES COPY

26-569

Chris 452.1 Eng. 91

~~SECRET~~
DECLASSIFIED

REF ID: A66000

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

FROM	WAR DEPARTMENT
BUREAU	Air Corps
DIVISION	

PRIORITY

TO STUDY OUR PRODUCTION FACILITIES PERIOD FEEL MAKING DECISIONS THERE WOULD ONLY INCREASE CONFUSION AND MOVE IT THAT GLE PERIOD PAREN SIX PAREN DO NOT AGREE TO QUOTE S ALL MATERIEL DIVISION IN FORWARD QUOTE FOR FOLLOWING REASONS GLE PAREN A PAREN MATERIEL DIVISION NO REPRESENTATIVES TO BE USEFUL MUST BE IN CONSTANT TOUCH WITH AMERICAN MANUFACTURERS AND TACTICAL ORGANIZATIONS PERIOD PAREN B PAREN FURTHER DILUTION OF PRESENTLY INADEQUATE COMPLIMENT OF COMPETENT MATERIEL DIVISION PERSONNEL HIGHLY UNDESIRABLE PERIOD PAREN C PAREN MY CABLE SPOOF NUMBER SIXTEEN DATED AUGUST NINETEEN CMA ONE NINE FOUR ONE CMA GAVE POICY AUTHORITY TO USE ALL AIR CORPS OBSERVERS AND TECHNICAL PERSONNEL AS HE SEES FIT PERIOD THERE ARE NOW TWENTYEIGHT AIR CORPS OFFICERS ON TEMPORARY DUTY IN ENGLAND PERIOD A GAIN AUTHORIZE HIM TO USE THEM TO OBTAIN FOR HIM ANY INFORMATION REQUIRED CMA PREFERABLY IN LINE WITH THEIR EXTENDED DUTIES CMA BUT ALSO FOR OTHER PURPOSES IF HE DESIRES PERIOD PAREN SEVEN PAREN YOU WILL COORDINATE ALL AIR CORPS ACTIVITIES IN ENGLAND RELATING TO DEVELOPMENT CMA MAINTENANCE CMA ERECTION AND SUPPLY OF AIRCRAFT AND ACCESSORIES AND INSTRUCTIONS IN USE THEREOF CMA AND REPORT IMMEDIATELY ANY CONFLICT WITH OTHER AGENCIES PERIOD SIGNED ARHOLD

Dispatched
 OCT 16 1941
 AAG 11:10 a.m.

A 1445

~~SECRET~~

DECLASSIFIED
 DOD 11/18/83
 BY *Blm* 11/18/83 24
 10/27/76

10/17


DECLASSIFIED
 DOD ltrs.
 8 Jan. & 20 June 1974
 By: *AS/MLK* / *SC/ DANA* / *10/17/76*

~~CONFIDENTIAL~~
 HEADQUARTERS ARMY AIR FORCES
 ROUTING AND RECORD SHEET

~~CONFIDENTIAL~~
 to be filed with correspondence)

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

SUBJECT: "Bostons"

NO.	FROM	TO	DATE	DATA
1.	General Arnold	General Spaatz	10/15 1941	Due to the diversion of the "Bostons" by the British to the Russians, the organization of O.T.U.'s for combat crews for this plane will be deferred for the time being. <div style="text-align: right;">  H. H. A. </div>

4521 England 90

~~CONFIDENTIAL~~

(Do not use reverse side)

H-1004, 10
Win 452.1 Eng 90

~~SECRET~~

DECLASSIFIED
DDI 118
7 Jan 40 20 June 1974
By: ALB/ML 10, Date: 10/12/74

RECEIVED

October 21, 1941

MEMORANDUM FOR: The Adjutant General

SUBJECT: Return of Cablegrams

Returned per request stamped thereon are the following:

- SECRET correction to 451 WVT, from Moffett Field, California, dated October 21, 1941
- SECRET cablegram No. 716, dated October 15, 1941, from Rayco, London.

AAF/AAG

RRL: tk

For the Chief of the Army Air Forces:

William V. Dick,
Lieut. Col., A.G.D.,
Air Adjutant General.

2 Incls.
as listed above

452.1 Eng. (89)

To Mail & Record Room
Date
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATERIEL
MEDICAL
MILITARY PERS.
PLANS
TRAIN. & OPER.
W. COM. AERO BD.

~~SECRET~~

RRR

WAR DEPARTMENT
 Headquarters Army Air Forces
 Office of the Air Adjutant General
 Washington, D.C.

Date OCT 15 1941

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 *AW*
- A-1 Division.
- A-2 Division.
- A-3 Division.
- A-4 Division. *AW*
- Air War Plans Division.
- Budget Section.
- Statistics Section.
- Air Inspector
- A.F. Files

To note.

Action copy has been
 sent to the Chief of Air Corps.

③ For your info

MWA
 WM. W. DICK,
 Lt. Col., A.G.O.
 Air Adjutant General.

A.A.F-10-A.

10/16

11/16

DECLASSIFIED
DOO mls

8 Jan. 6 20 June 1974

AA714 MC Date 10/12/74

~~SECRET~~

EXACT COPY

EHB/bjs 1712

ACTION COPY

CABLEGRAM

OCTOBER 15, 1941

AG 452 (10-15-41) MC

FROM LONDON

TO AGWAR

NO. 712 OCTOBER 15th

FOLLOWING INFORMATION FOR ARNOLD CLN MAP ASSEMBLY AND TEST DEPOT FOR BELL AIRCOBRAS REPORTS FOURTEEN INSTANCES OF GASOLINE STARVATION IN PAST THREE WEEKS PD TO DATE NO SATISFACTORY EQPLANATION FOUND PD IT OCCURS PRINCIPALLY IN LEFT WING TANKS AND UNDER NO PARTICULAR FUEL QUANTITY CONDITIONS PD INDIVIDUAL FUEL BADS PRESSURE GAUGES ORE BEING INSTALLED ON TEST PLANE CMA VENT DUCTS ARE BEING ENLARGED AND RELEAD CMA GASOLINE LINE NEAR RADIATOR IS BEING INSULATED IN EFFORT TO LOCOTE TROUBLE ED UNTIL RECTIFIED NO AIRCOBRAS ARE BEING TURNED OVER TO AIR MINISTRY PD FIRST OPERATIONAL SORTIES LAST WEEK WITH FOUR AIRCOBRAS INDICATE FOLLOWING CLN PILOTS LIKE AIRCRAFT CMA NO FIRING STOPPAGES ON TWENTY MM CANNON CMA ONE STOPPAGE ON FIFTY CALIBRE DUE TO DEFECTIVE SHELL CMA FOUR STOPPAGES ON THIRTY CALIBRE CMA DUE PRINCIPALLY MOVEMENT OF LONG AMMUNITION BELTS IN LEAD BOXES CAUSING BELT BUCKLING WHEN VIOLENT EVASIVE ACTION WAS TAKEN CMA FUMES AND SMOKE IN COCKPIT SO DENSE AFTER FIRING FIFTYCALIBRE GUNS PILOT COULD NOT FOLLOW LEADER WHEN ATTACKING PD WINDOWS MUST BE OPEN TO CLEAR COCKPIT AND OQYGEN TAKEN TO PROTECT PILOT PD NO COMPASS DIF:ICULTY DUE TO SHORT RADIUS OF SORTIES CMA ENGINES PERFORMING VERY SATISFACTORILY CMA NO IMPORTANT MAINTENANCE PROBLEMS.

Information Copy

in 100452-1 England 88

*See A & S
Sms have
sent out 10/15/41*

ROYCE

EXACT COPY

OF ACTION COPY

~~SECRET~~

AG 452 1 En 88

DECLASSIFIED

DDP 112

8 Jan. & 20 Dec 1981

by ~~AD/AF~~ LG, Date: 01/27/86

~~SECRET~~

BASIC MEMO; To the Assistant Chief of Staff, WPD.
Subject: Delivery of Aircraft to Great Britain (WPD 4323-36)
From: OCAAF - dated 10/16/41
COPY IN FILES

WPD 4323-36

1st Ind.

Office of the Assistant Chief of Staff, WPD, Oct. 17, 1941 - To the Chief of the Army Air Forces.

In lieu of the action recommended in (Tab D), the Navy section of the Joint Planning Committee proposes action as indicated in (Tab E). Your comments and recommendations are requested.

/s/ C K Gailey
C. K. Gailey Jr
Major, G.S.C.

L. T. GEROW,
Brigadier General,
Acting Assistant Chief of Staff
Executive WPD

Incls.

n/c except Tab E added.

(no cy. of Tab E retained)

~~SECRET~~

~~SECRET~~

DECLASSIFIED
DDO (rs)
8 Jan. & 23 June 1974
By ALM/K /cr Date 10/17/74

AAF/A-WPD
HAG-dmm
wtn 10/20/41

SUBJECT: Delivery of Aircraft to Great Britain (SPB 4323-36)

2nd Ind.

War Department, Office Chief of the Army Air Forces, **OCT 21 1941**
To: Assistant Chief of Staff, War Plans Division.

The Chief of the Army Air Forces has no objection to the action proposed by the Navy section of the Joint Planning Committee as indicated in Tab E.

For the Chief of the Army Air Forces

Incls. - n/c

EDWARD P. CURTIS,
Major, Air Corps,
Secretary of The Air Staff

air ab
452.1 England
(87)

Dispatched *To URB*
OCT 21 1941
AAG

AAG

~~SECRET~~

air ab 452.1 England *(87)*

DECLASSIFIED
GPO 1955

SECRET

AAF/AWPD
HAG/vms
10/15/41

8 Jan. 2 23:100 1214
Asst. Sec. State 10/12/41

OCT 16 1941

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF WAR PLAN DIVISION.

Subject: Delivery of Aircraft to Great Britain
(WPD 4323-36)

Chief of Army Air Forces concurs in the recommendation proposed in the attached TAB. D. prepared by the Army Section of the Joint Planning Committee.

For the Chief of the Army Air Forces:

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

1 Incl.
Memo. fr Chief of AAF
above subject (w/4 incls.)

Dispatched
OCT 16 1941
AAG

452.1
Eng. 87

AAG

SECRET

COPY

77
1
DECLASSIFIED
DDO 578
9 Jan 6 2009
By: MAJ/USC/DIA/BRL/1

~~SECRET~~

WAR DEPARTMENT
War Department General Staff
War Plans Division
Washington

WPD 4323-36

October 13, 1941

MEMORANDUM FOR THE CHIEF OF ARMY AIR FORCES:

Subject: Delivery of Aircraft to Great Britain.

On May 23, 1941 The Joint Planning Committee submitted to The Joint Board, J. B. No. 355 (Serial 693), subject: Delivery of Aircraft to Great Britain (Tab A). By memorandum for the Joint Planning Committee June 25, 1941 (Tab B), The Joint Board returned the above-mentioned serial for consideration of (1) Major General H. H. Arnold's memorandum for Lt. Colonel Wm. P. Scobey dated June 13, 1941 and (2) Major General H. H. Arnold's memorandum for Admiral Stark Dated June 19, 1941, in connection therewith. Accordingly, the Army Section of the Joint Planning Committee prepared a new draft on this subject and the Navy Section did likewise (Tab C). In view of the instructions which were issued to Army and Navy members by their respective superiors, The Joint Planning Committee was unable to reconcile certain divergent points of view, hence action in this case is still pending.

In the light of subsequent developments, the attached draft (Tab D) has been prepared by the Army Section of the Joint Planning Committee. Your comment thereon is requested prior to submitting this draft to the Navy Section for consideration.

(Signed) L. T. Gerow,
L. T. GEROW
Brigadier General
Acting Assistant Chief of Staff

- 4 Incls.
- #1 - J.B. No. 355(Ser. 693) (Tab A), May 23, 1941.
- #2-Ltr. for J.P.C. (June 25, 1941) w/Incls. as listed (Tab B).
- #3- Ltr. to A.C. of S., WPD., fm.Col Crawford WPD w/incls. as listed and associated papers (TaB C)
- #4-Draft of ltr to J B fm J P C (Army Draft) J B No. 355 (Ser. 693) TaB DO w/incls. A & B.

No copies for file

~~SECRET~~

DECLASSIFIED
UNCLAS
DATE 10/15/01
BY 4122/uk/aw/10/17/01

AAF/ANVF
HAG/WRB
10/15/41

~~SECRET~~

SUBJECT:

Receipt is acknowledged of Memorandum for
the Assistant Chief of Staff War Plan Division, subject Delivery of Aircraft to Great Britain (WPD 4323-36)
dated _____.

1 Incl.
Memo. fr Chief of AAF.
above subject (w/4 incls.)

Officer Rank.

office

NOTE: To be accomplished and re-
turned to the Secretary,
Air War Plans Division.

~~SECRET~~

DECLASSIFIED
UNCLAS
DATE 10/15/01
BY 4122/uk/aw/10/17/01

~~SECRET~~
~~SECRET~~

Units for Overseas Operations.

1. AAF C/AS C/AC 1941 10/9

AAF/A-4
WRB/mwb

1. Attached is a copy of a secret RMR containing information to be incorporated in a paper under preparation in the Air Staff.
2. Advance copies of attached RMR have been furnished Col. Smith (Signal Sect.) and Col. Whitten (Maintenance Sect. of Materiel Division) by the A-4 Division of the Air Staff.
3. It is requested that within the limitations of the available (4:00 P.M., 10/10/41), information be furnished as to any delimiting factors which may reduce the numbers of units indicated as available in the attached RMR. At the same time it is desired that your office indicate the number of units that can be supported in accordance with factors under its control.
4. It is contemplated that reinforcement of the Philippines will continue in accordance with existing plans.
5. A-4 is designated as the liaison division in the preparation of the paper under consideration.

Incl:
Copy RMR, 10/9,
"Strategic Estimate".

CS
C/AS

Copy sent to Central Files

~~SECRET~~

air 20457.1 England (10/16)

air 20457.1 England (10/16)

DECLASSIFIED
DD Form 101
1 Jan 50 14-4 1024

SECRET

SUBJECT: Strategic Estimate.

AAF/A-5
HW/as

- 1 AAF AAF 1941 1. The due date on the attached memorandum to the Chief of the Army Air Forces has been set forward to Saturday noon, October 11, 1941. The dates under the paragraph "Air Force" on page 9 have been changed to October 1, 1941, January 1, 1942 and April 1, 1942. The Air Forces under these dates that could be assembled follow:

UNITS AND AIRPLANES BY TYPES WHICH WOULD BE AVAILABLE FOR EMERGENCY AID TO BRITAIN AS OF OCTOBER 1, 1941.

Suitable for Combat				Unable but lacking leakproof tanks & armor or turrets		
Type	Unit	Res.	Apr.	Type	Unit	Res. Apr.
1 H Bomb Gp	- 2 Sq			B-17	19	15
1 H Bomb Gp	{ 2 Sq* B-25B		17	B-26A	31	25
	{ 2 Sq B-26	26	7			
1 L Bomb Gp	{ 1 Sq	18	9			
	{ 1 Sq*			A-24	15	18
1 Purs (I)Gp	{ 1 Sq*			P-42A	25	32
	{ 3 Sq P-39D	80	51	P-39D		17**
	{ 1 Sq* P-36D		11	P-38	25	8
1 Purs (I)Gp	- 3 Sq			P-40	80	45
1 Purs (I)Gp	- 4 Sq	P-40	105			
		C-D-E-G	48			
6 Groups	11 Sq	229	148		155	158
					TOTAL	723

* Airplanes without leakproof tanks, armor and/or turrets.
** These P-39D should be equipped with armor and leakproof tanks by January.

SECRET

DECLASSIFIED
DD Form 101
1 Jan 50 14-4 1024

SECRET

SUBJECT: Strategic Estimate.

- 1 AAF AAF 1941 UNITS AND AIRPLANES BY TYPES ESTIMATED TO BE AVAILABLE FOR EMERGENCY AID TO BRITAIN AS OF JANUARY 1, 1942

Suitable for Combat				Unable but lacking leakproof tanks & armor or turrets		
Type	Unit	Res.	Apr.	Type	Unit	Res. Apr.
1 H Bomb Gp	- 2 Sq		35	B-17BAC	19	15
1 H Bomb Gp	- 4 Sq	B-25B	57	B-17BAC	19	15
1 H Bomb Gp	- 4 Sq	B-26A	57			
1 H Bomb Gp	- 3 Sq	B-26A	44			
1 H Bomb Gp	- 4 Sq	B-26A	57			
1 H Bomb Gp	- 2 Sq*			B-26A	31	25
1 L Bomb Gp	{ 2 Sq	A-20A	18	A-24	15	18
	{ 1 Sq*		9			
1 Purs Gp	4 Sq	P-40	80			
		C-D-E-G	64			
4 Purs Gps	12 Sq	P-39D	320			
1 Purs Gp	3 Sq*			P-40	80	45
	1 Sq*	P-36D		P-38	25	8
	1 Sq*		11	P-42A	25	32
15 Groups	43 Sq	533	570		193	141
					TOTAL	1337

* Airplanes without leakproof tanks, armor and/or turrets.

SECRET

DECLASSIFIED
 000 010
 8 Jan. 4 20 Nov 1974
 By: AIA/UA... [Signature]

RELEASABLE

SUBJECT: Strategic Estimate.

1	AAF A-3	AAF A-4 and A-1 In Turn	1941 10-9	UNITS AND AIRPLANES BY TYPES ESTIMATED TO BE AVAILABLE FOR EMERGENCY AID TO BRITAIN AS OF <u>APRIL 1, 1942</u>					
				<u>Suitable for Combat</u>		<u>Usable but lacking leakproof tanks, armor plate or turret</u>			
				Type	Unit	Res. Ads.	Type	Unit	Res. Ads.
							B-17B&C	19	15
				1 H Bomb Op - 5 Sq	B-17E	45			20
				4 M Bomb Op - 168sq	B-26A	228			95
				3 M Bomb Op - 13 SQ	B-25B&C17L				99
				1 M Bomb Op - 2 Sq*			B-25A	31	25
				1 L Bomb Op	(1 Sq A-20A	18			9
					(1 Sq		A-24	13	18
				2 Purs Ops	8 Sq P-40 C-D-E-0160				85
				6 Purs Ops	18 Sq P-39D	480	253		
					1 Sq P-47	25	22		
				1 Purs Op	3 Sq*			P-40	80 43
				1 Purs Op	2 Sq P-38D&E	55	36		
					1 Sq*			P-38	25 8
					1 Sq*			P-43A	25 32
				21 Groups	74 Sq	1182	619		199 141
								TOTAL	2135

*Airplanes without leakproof tanks, armor and/or turrets.
 **These P-39D's should be equipped with armor and leakproof tank
 by January.

RELEASABLE

~~SECRET~~

DECLASSIFIED
 000 010
 8 Jan. 4 20 Nov 1974
 By: AIA/UA... [Signature]

RELEASABLE

SUBJECT: Strategic Estimate

1 AAF
A-3

In Turn

1941
10/9

2. It is requested that you ascertain the shortages,
 if any, in equipment and service units as pertain to your
 Division that would preclude the use of the Air Force in-
 dicated above under the appropriate dates.

KLN
C/A-3

1 Incl.
 Memo from WPD to Cof Staff
 O-3 & O-4 & CAAF 10/6/41,
 subj. as above (Copy)
 w/1 Incl. - Data re
 Combat Readiness of Units.

RELEASABLE

~~SECRET~~

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

Date 12/1/41

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

28901 Recd

*No action
Required*

*Noted #1000
July 7
12/5/41*

WM. W. DICK,
Lt. Col., A.G.O.
Air Adjutant General.

A.A.F-10-A.

#52-1 England (85)

DECLASSIFIED
 8 Jan. & 20 June 1974
 BY: [redacted] DATE: 10/17/76

HEADQUARTERS ARMY AIR FORCES
~~CONFIDENTIAL~~
 ROUTING AND RECORD SHEET

1408 10/13

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

File No.
 Tally No. AAP

SUBJECT: G-2 Report on Engagement of Two B-17 Airplanes.

NO.	FROM	TO	DATE	COMMENTS
1.	AAP C/AS	C/AC	1941 10/9	<p style="text-align: right;">AAP/A-4 JJO/mr</p> <p>1. The following mechanical and armament failures were brought out in a G-2 report of engagement of two B-17C's with Me. 109F's and He. 113's.</p> <p>a. The cylinders started heating above 27000 feet to approximately 240° to 250°. It took one hour and fifteen minutes to climb to 31000 feet.</p> <p>b. The supercharger on one of the engines was lost due to a leak in the induction system. The autosyn instruments became inoperative due to failure of inverters.</p> <p>c. At 32,000 feet the 3 guns in the nose and the upper guns would not fire even though all guns had been previously tested. The lowest temperature recorded was about -30° C.</p> <p>2. Information is requested as to what corrective action is being initiated to overcome the failures listed above.</p>
2.	MAC	Mat. Div	10/13	<p><i>Request information on # 2 AAP/10</i></p>
3	Mat. Div. (4-E-4)	OCAG	11/25	<p>1. The following comments from Wright Field on corrections of the above mechanical and armament failures are submitted herewith:</p> <p>a. High Cylinder Head Temperatures: In all cases where cylinder head temperatures were reported as being excessive, the temperatures given did not exceed operating limits. It should be noted that the B-17C type airplanes are not equipped with oil flaps, whereas the B-17D and B-17E types are. Cooling requirements at increasing altitude</p>

RECEIVED
 OCT 17 1941
 PROD. ENGR. BR., 68
 O. C. A. S.

RECEIVED
 OCT 13 1941
 AND FILE UNIT

JCL
 CS
 C/AS

ck-54
 cl-575
 A 10/13 (P-C)

(Do not use reverse side)
 Page No.

V-4071, AG. Rev. 8/14/41

~~CONFIDENTIAL~~

air 4521 England 85

OFFICE OF THE CHIEF OF THE AIR CORPS
~~CONFIDENTIAL~~
 ROUTING AND RECORD SHEET

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

File No. _____

Tally No. AAF _____

Subject: G-2 Report on Engagement of Two B-17 Airplanes.

NO.	FROM	TO	DATE	COMMENTS
3 con't.	Mat. Div. (4-E-4)	OCAC	11/25	<p>may be roughly compared to power requirements at increasing speeds, and as such will be a difficult hurdle. In this connection the following action is being taken:</p> <p>Forged cylinder heads developed by the Wright Aeronautical Company will be installed in high altitude engine installations as rapidly as manufacturing facilities permit. Wright Aeronautical has turned over their "know-how" to Pratt & Whitney. The question of which airplanes should receive these forged heads first is being studied.</p> <p>The Minneapolis Honeywell Regulator Company desires to test an automatic cowl flap regulator which they are developing. Request has been made to the Materiel Division, OCAC, for authority to have this done on a B-17E type airplane at the time that this company makes their A.F.C.E. modification installation at Minneapolis. This installation will allow the pilot to set a dial to the temperature to which he wants his engines to be cooled. Head temperatures will then be automatically regulated within the limits of the cowl flaps. It is believed that some such automatic regulation will be required for the stratosphere operation of four-engine aircraft by unseasoned crews.</p> <p>b. <u>Manifold Pressure Fluctuates: (Possible Duct Failure)</u> One of the most difficult problems of turbo regulation is to avoid surging. This is indicated to the pilot as a manifold pressure fluctuation. With the present method of regulation, it is necessary to avoid rpms of approximately 1700 to 1850 rpm when at altitudes of approximately 30,000 ft., and above. The General Electric Company is working on an improved type of regulator. This will be of an electric type. This contractor has indicated that practically all of the present regulating difficulties will be solved by the use of this regulator. This regulator has been promised to be available for installation the week of November 17, 1941, and it will be installed immediately on a B-17E type airplane when available.</p>

(Do not use reverse side)

~~CONFIDENTIAL~~

V-4071, AC. Rev. 8/17/41

ck-56

OFFICE OF THE CHIEF OF THE AIR CORPS
 7
 ROUTING AND RECORD SHEET

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

File No. -----

Tally No. AAF -----

Subject: G-2 Report on Engagement of Two B-17 Airplanes.

NO.	FROM	TO	DATE	COMMENTS
3 con't.	Mat. Div. (4-E-4)	OCAC	11-25	<p>Interest in the problem of turbo regulation has been stirred up with the Minneapolis Honeywell Regulator Company, who in the past have solved numerous difficult commercial regulating problems. Some of their commercial regulating devices include a follow-up system which overcomes the problem of "over-controlling." Surging caused by inadequate turbo regulation is an "over-controlling" problem.</p> <p>The B-17E induction system has been reworked and reinforced. Relative induction system failures, the Goodrich, Goodyear, and U.S. Rubber Companies have been contacted regarding the feasibility of using synthetic rubber ducts. It is believed that such a construction of these ducts offers considerable possibility toward eliminating failures therein caused by airplane engine vibrations and pulsations in the induction system caused by inadequate turbo regulation.</p> <p>Instruments: Tachometers stuck. It is believed that this difficulty was caused by congealing of the lubricant on the tachometer drive shaft assembly. Instructions covering the correct lubrication procedure will be issued.</p> <p>Gyro Instruments Froze at -20° C.: The information presented on this difficulty is not sufficient to proceed on corrective action. The Second Air Force is being contacted direct in an attempt to obtain complete information and the necessary action will be taken.</p> <p>c. Freezing of guns: This difficulty is caused by the congealing of lubricants used in the maintenance of the guns and by the freezing of moisture on the parts of the guns. Lubricant freezing can be controlled by the use of proper maintenance technique as outlined in War Department Technical Manual TM9-225. It is believed that the moisture freezing problem can be considerably alleviated by adequate ventilation of the guns during the climb to altitude, and by exercising the guns by the application of "immediate action" every 10,000 ft. or so. It may be necessary to</p>

(Do not use reverse side)

Y-4071, AC, Rev. 8/1/41

Page No. _____

OFFICE OF THE CHIEF OF THE AIR CORPS
ROUTING AND RECORD SHEET

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

File No. _____

Tally No. AAF _____

Subject: G-2 Report on Engagement of Two B-17 Airplanes.

NO.	FROM	TO	DATE	COMMENTS
3 cont.	Mat. Div. (4-E-4)	OCAC	11-25	provide spot heaters, electrically heated jackets, or hot air blasts from the airplane heating system onto the guns. Tests are being conducted on heating jackets for fixed .50 calibre guns on a P-35A airplane. The outcome of these tests will decide whether or not the jackets are of value. If this is the case, action will be taken to secure jackets fabricated along these lines for use with flexibly mounted guns. FBO O. P. E. Chief, Mat. Div.
4	OCAC C/AC	AAF C/AS	11/29	Attention Item 3. M.E.G. asst. Elec.
				No further action per Jug, A-4 12/5/41

4571 England 85

(Do not use reverse side)

Page No. _____

4-4071, AC, Rev. 8/1/41

ek-56

x1-6-23

Qua 8482-16 Eng 85

DECLASSIFIED
DOO 103
8 Jan. & 20 June 1974
By AAAF/AC, date 10/12/76

~~CONFIDENTIAL~~

G-2 Report on Engagement of Two B-17 Airplanes.

AAF/A-4
JJO/mr

1. AAF C/AC 1941
C/AS 10/9

1. The following mechanical and armament failures were brought out in a G-2 report of engagement of two B-17C's with No. 109F's and No. 113's.

a. The cylinders started heating above 27000 feet to approximately 240° to 250°. It took one hour and fifteen minutes to climb to 31000 feet.

b. The supercharger on one of the engines was lost due to a leak in the induction system. The autosyn instruments became inoperative due to failure of inverters.

c. At 32,000 feet the 3 guns in the nose and the upper guns would not fire even though all guns had been previously tested. The lowest temperature recorded was about -30° C.

2. Information is requested as to what corrective action is being initiated to overcome the failures listed above.

Dispatched
OCT 11 1941
AAG

CS
C/AS

45 2nd England (85)

~~CONFIDENTIAL~~

Copy for Air Adjutant General.

anay452.1 England (85)

DECLASSIFIED
DDO 100

8 Jan 8 20 Dec 1999

By: *10/10/10*

~~SECRET~~

EXACT COPY
OF ACTION COPY
CABLEGRAM

ENR/bjs -1712

OCTOBER 7, 1941

AG 210,664 (10-9-41)MS

FROM LONDON

TO AGWAR

NO. 627 Oct 7th

INFORMATION RECEIVED THAT BRITISH INTEND SENDING FOUR B SEVENTEENS
TO MIDDLE EAST IN ABOUT TWO WEEKS PD FOR ARNOLD PD RECOMMEND THAT
LIEUT GIBSON AND JOHNSON BE ORDERED TO ACCOMPANY THE FLIGHT AND
REMAIN IN MIDDLE EAST AT LEAST ONE MONTH.

ROYCE.

EXACT COPY
OF ACTION COPY

*Return to Col. Dick
R. 2015*

~~SECRET~~

Div 10/10/10

152-1 Eng (83)

Orders

AAF/A-1
REN:bl

1. AAF A-2 1941
A-1 A-1 THRU 10-10
A-3 &
A-WPD

Recommend you forward the following cablegram:

"AMERICAN EMBASSY LONDON FOR ROYCE STOP YOU
ARE AUTHORIZED TO ORDER LIEUTENANTS GIBSON
AND JOHNSON TO MIDDLE EAST TEMPORARY DUTY
ABOUT ONE MONTH".

Incl.
Cablegram fr. Royce,
London to AGWAR No.627
10/7/41

RPC
A-1

Div 10/10/10

152-1 Eng (83) B

PARAPHRASE OF ENCLOSED CABLEGRAM

October 7, 1941

AG 210.684 (10-7-41) MC

FROM LONDON

TO AGWAR

No. 627 OCT 7TH

RECOMMEND LIEUT GIBSON AND JOHNSON BE ORDERED WITHIN
TWO WEEKS TO GO WITH BRITISH FOUR B SEVENTEENS TO MIDDLE EAST FOR
ONE MONTH.

DECLASSIFIED
DOO ltr.

6 Jan. & 20 Dec. 1974
By: *AW/...* Date: *10/12/76*

AAF/A-1
REN

~~CABLEGRAM~~

Hq., Army Air Force

~~SECRET~~

A-1

OCTOBER 15, 1941

AMERICAN EMBASSY

LONDON ENGLAND

A DASH ONE DASH ONE EIGHT STOP FOR NOTCH STOP YOU ARE AUTHORIZED TO ORDER
GIBSON AND JOHNSON TO HEADQUARTERS EAST BY AIR VIA TAKEAWAY FOR APPROXIMATELY ONE
MONTH THEREAFTER RETURN TO PROPER STATION IN THE USA.

ARNOLD

MMR

Dispatched
OCT 15 1941
AAG

Dispatched
OCT 15 1941
AAG

152.1 England

(83) 7

ads

~~SECRET~~

COPY

WE

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EXACT COPY
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CABLEGRAM

HEB/agb-1713

AMDI S

DO NOT WRITE

8 JAN 20 1974

10/12/76

~~SECRET~~

330 P

OCTOBER 11, 1941

AG 210.684 (10-11-41)MC

105P M.

From LONDON

To AGWAR

NUMBER 666. OCTOBER 11TH

BRITISH REPORT IMPOSSIBLE INCLUDE BIBSON AND JOHNSON AMONG
PERSONNEL TO FLY IN FORTRESSES TO MIDDLE EAST SUGGEST THEY PROCEED
VIA TAKORADI AT ONCE SO AS TO BE THERE WHEN PLANES ARRIVE PD FOR ARNOLD
REF OUR SIQQ TWO SEVEN AND YOUR TWO NINE EIGHT PD DO YOU DESIRE THEY
PROCEED EVEN IF IT MEANS PAYMENT OF AIR TRANSPORTATION PD AS THIS IS
OPERATION OF FORTRESSES UNDER MORE IDEAL WEATHER CONDITIONS RECOMMEND
THAT ORDERS BE ISSUED DIRECTING THEM PROCEED BY AIR AND REMAIN THERE
FOR AT LEAST A MONTH THEN RETURN TO PROPER STATION IN THE USA

ROYCE.

~~SECRET~~

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

~~SECRET~~

(To be filed with correspondence)

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

SUBJECT: Orders

NO.	FROM	TO	DATE	DATA
1.	AAF A-1	A-2 THRU A-3 & AWPD	1941 10-10	<p>Recommend you forward the following cablegram</p> <p>"AMERICAN EMBASSY LONDON FOR ROYCE STOP YOU ARE AUTHORIZED TO ORDER LIEUTENANTS GIBSON AND JOHNSON TO MIDDLE EAST TEMPORARY DUTY ABOUT ONE MONTH".</p> <p>Incl. Cablegram fm. Royce, London to AGWAR No. 627 R.P.C. 10/7/41 ⁹⁷⁸ A-1</p> <p><i>Cable not sent - taken care of by Cable No. A-1-18-10/15/41 from A-1 to MA. London -</i></p> <p style="text-align: right;"><i>JTM A-2</i></p>

(Do not use reverse side)

~~SECRET~~

E-4884, 10
4-2 10/15

214 94 45 211 England (87)

2000-10/14

DECLASSIFIED
EXD 800
8 Jan. & 20 June 1974
Special Agent in Charge [Signature]

RECLASSIFIED

AAF/A-WPD
KNW

wtn 10/9/41

OCT 10 1941

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, WAR PLANS DIVISION:

Subject: Ultimate Requirements, United States -
British Production.

1. Reference your memorandum to the Chief of the Army Air
Forces, October 7, 1941, WPD 4494-14.

2. Lt. Colonel E. H. Walker is designated to work with
representatives of the War Plans Division in the correlation of
that portion of the report which pertains to the ultimate require-
ments of the Air Forces of the two countries.

For the Chief of the Army Air Forces:

1 Incl.- Memo to CAAF fr. WPD
10/7, WPD 4494-14.

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

dmm

Dispatched
OCT 10 1941
AAG

RECLASSIFIED
SECRET

air 4432-1 Aug. 82

DECLASSIFIED
EOD 105

8 Jan. & 20 June 1976

By: *11/11/11* JG; Date: *11/11/11*

SECRET
WAR DEPARTMENT
War Department General Staff
War Plans Division
WASHINGTON

WPD 4494-14

October 7, 1941.

MEMORANDUM TO THE CHIEF OF THE ARMY AIR FORCES:

Subject: Ultimate Requirements, United States -
British Production.

1. A United States Mission has just returned from London where the ultimate requirements for United States - British production to attain victory over the Axis Powers were discussed. The report of this discussion is now the subject of study in the War Plans Division under the highest priority.

2. It is requested that a representative of your office be designated, at the earliest practicable date, to work with representatives of the War Plans Division in the correlation of that portion of the report which pertains to the ultimate requirements of the Air Forces of the two countries.

L. T. GEROW,
Brigadier General,
Acting Assistant Chief of Staff, Executive, WPD

/s/ C K Gailey Jr
C. K. GAILLEY, Jr.
Major, G.S.C.

SECRET

DECLASSIFIED
GPO: 1964

SECRET

WHD-318

FROM **WAR DEPARTMENT**

BUREAU **Air Corps**

DIVISION **W. Army Air Forces, Air AG**

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

OCT 10 1941

**MILITARY ATTACHE
LONDON ENGLAND**

AAG SEVENTEENFOR NOICE PD REFERENCE YOUR SIX ONE SEVEN
PD MARTIN INFORMS THAT ON BASIS OF YOUR RECOMMENDATION ONE
ENGINEER AND ONE GENERAL MECHANIC WILL BE SENT TO UK AS SOON
AS TRANSPORTATION IS ARRANGED WITH BRITISH AIR COMMISSION
SIGNED ARNOLO

ADAMS

Dispatched
OCT 10 1941
AAG

45211 England (S)

SECRET

DIVISION FILES COPY

air AG 45211 England (S)

DECLASSIFIED
DATE: 10/10/94
BY: [illegible]

~~SECRET~~
CLASSIFIED

Cablegram

1 (4-E-4) Chief, 1941
Mat. Div. Army Air 10-10
Force

1. It is recommended that a cablegram be written to General Rayne along the lines of the following, in reply to the attached message requiring immediate action.

REFERENCE YOUR CABLE NUMBER SIX ONE SEVEN COMMA OCTOBER SIX PD MARTIN INFORMS THAT ON BASIS OF YOUR RECOMMENDATION ONE ENGINEER AND ONE GENERAL MECHANIC WILL BE SENT TO UK AS SOON AS TRANSPORTATION IS ARRANGED WITH THE BRITISH AIR COMMISSION PD

ARNOLD

O.P.E.
Chief, Mat. Div.

1 Inc.
by cable fr. London
10/6/41

~~SECRET~~
CLASSIFIED

22-257

AWAY 452.1 (eng 81)

DECLASSIFIED
EOD 1985
8 Jan. & 20 June 1974
By *MAJ/...* LC, Date *10/74*

~~CONFIDENTIAL~~
EXACT COPY
OF ACTION COPY
CABLEGRAM

HRH/bjs -1712

AG 452 (10-6-41) HQ

OCTOBER 6, 1941

FROM LONDON

TO AGHAR

.....

NO. 617 OCT 6TH

TODAYS REPORTS SHOW TWO MARTIN BALTIMORES ONE EIGHT SEVEN
IN UK AND TWO MORE ENROUTE PD FOR ARNOLD PD MAP REPORTS NO
MARTIN REPRESENTATIVES OR SERVICE MEN HERE PD STRONGLY RECOMMEND
MARTIN RUSH COMPETENT TECHNICAL AND SERVICING PERSONNEL SUFFICIENT
ASSURE PROPER ACCEPTANCE AND EFFICIENT USE THESE NEW AIRPLANES

ROYCE

U.S. 2.1 Eng.
(81)

EXACT COPY
OF ACTION COPY

~~CONFIDENTIAL~~

air AG U.S. 2.1 England *(81)*

SECRET

DECLASSIFIED
EOD 103
9 Jan. & 22 June 1974
By AA/ML JC, Date 11/17/74

GENERAL ROYCE (CABLEGRAM 571 OF OCT 1) REPORTS THAT ANOTHER FORCED LANDING DUE TO GASOLINE FAILURE RESULTED IN COMPLETE WASHOUT OF A BELL AIRCOBRA AND SLIGHT INJURY TO THE PILOT PD THIS TROUBLE HAS OCCURRED IN ENGLAND PREVIOUSLY AND THE DIFFICULTY CANNOT BE LOCATED SO FAR PD THE PLANES MAY BE GROUNDED UNTIL THE TROUBLE IS FOUND PD ASKS IF THIS HAS OCCURRED TO P-THIRTYNINE'S IN USA AND IF SO WHAT CORRECTIVE MEASURES WERE TAKEN PD

452.1 England (79)

Copy for Gen Arnold

OCT 1 - 1941 Copy of this also sent to Sec. of Air Staff
Action copy sent to Materiel Div. for necessary action.

- ① who prepares reply
- ② who sees reply?

- ① Col Whitten, in Mat. Div. (now in process)
- ② Gen. Arnold, before Col B.E.M. releases it.

SECRET

452.1 Eng. (79)

DECLASSIFIED
DDO Hqs.
8 Jan. & 22 June 1978
By: AM/IC, DDM, DND/IC

~~SECRET~~

Written 10-4-41

WTH:dmi

Difficulties Encountered with Airacobra Airplanes.

The Adjutant General.

1. Request the following radiogram be transmitted to Royce, London:

"REURAD 571 OCTOBER 1ST. DIFFICULTIES HAVE BEEN ENCOUNTERED WITH AIRACOBRA AIRPLANES EQUIPPED WITH LEAK PROOF TANKS STOP INSPECTIONS ARE BEING MADE AND FUEL SYSTEMS FOUND TO CONTAIN PARTICLES OF SEDIMENT ARE TO HAVE THE ENTIRE SYSTEM CLEANED AND FLUSHED OUT STOP VENT TUBES IN FUEL TANKS AND ELECTRIC DRIVEN FUEL PUMPS AS REPLACEMENT FOR THE HAND WOBBLE PUMP TOGETHER WITH THE INCREASED FUEL PRESSURE ARE BEING TRIED OUT STOP NEW TYPE MANIFOLDS COMMA INTAKE VALVES COMMA AND BACK FIRE SCREENS ARE BEING INSTALLED IN ENGINES TO ELIMINATE DIFFICULTIES RESULTING FROM BACKFIRING OF ENGINES END"

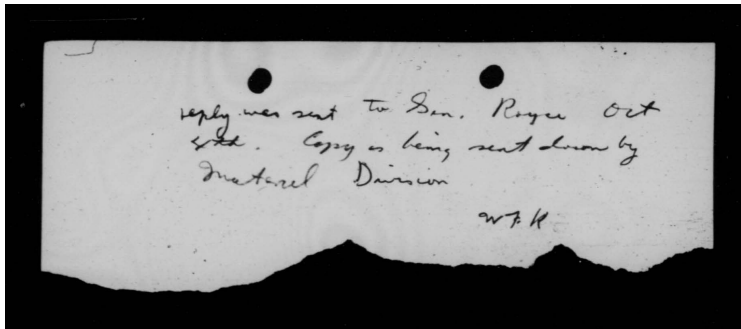
4521
Royce
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~~SECRET~~

58-235

air 4521 England 78

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THIS PAGE IS DECLASSIFIED IAW EO 13526

DECLASSIFIED
E.O. 13526
8 Jan. 82
By: [unclear] 10/27/76

GENERAL ROYCE (CABLEGRAM 571 OF OCT 1) REPORTS THAT ANOTHER FORCED LANDING DUE TO GASOLINE FAILURE RESULTED IN COMPLETE WASHOUT OF A BELL AIRCRAFT AND SLIGHT INJURY TO THE PILOT PD THIS TROUBLE HAS OCCURRED IN ENGLAND PREVIOUSLY AND THE DIFFICULTY CANNOT BE LOCATED SO FAR PD THE PLANES MAY BE GROUNDED UNTIL THE TROUBLE IS FOUND PD ASKS IF THIS HAS OCCURRED TO P-THIRTYNINE'S IN USA AND IF SO WHAT CORRECTIVE MEASURES WERE TAKEN PD

Copy for Sec. Air Staff

OCT 1 - 1941 *Copy of this sent to Gen. Arnold
Action Copy sent to Materiel Div. for necessary action*

~~SECRET~~

Ans 452.1 Eng. 79

~~CONFIDENTIAL~~

OCT 1 - 1941

TO: Air Attache, London, England.

SUBJECT: Combat Employment of B-17 Airplanes.

1. In an oral review of his experiences and observations while assisting the British to learn the use of the army bomb sight in B-17 airplanes, Mr. Vose of Sperry Company stated or implied the following:
 - a. The British undertook combat bombing missions against precision targets with bombardiers who had previously dropped as few as 25 practice bombs.
 - b. Other crew members were similarly inexperienced and crew procedure was not thoroughly planned or rehearsed prior to departure on missions.
 - c. Political effect, newspaper publicity and propaganda were the primary objectives of B-17 missions and success was measured by number of ships participating and the number that returned, without great importance being attached to destruction caused by the bombs.
 - d. B-17 airplanes are poorly maintained and eight out of twenty have already been lost.
 - e. The British apparently are not making an effort to produce high quality crews such as we have considered essential to justify the use of such expensive equipment.
 - f. Conditions under which bombs were dropped were, in a large percentage of cases, such that it was impossible to synchronize and properly set the sight and bombs were dropped by estimate.
 - g. Experience thus far with the Sperry sight indicates that even though approximations may be necessary, an automatic self setting sight may be preferable in many cases to a high precision sight requiring synchronization.
2. It is requested that the observations enumerated in 1 above be verified and that this office be kept advised hereafter as to the

452.1 England 77

DECLASSIFIED
DDP
8 Jan. 82
By: [unclear] 7/2/78

~~CONFIDENTIAL~~

CONFIDENTIAL

DECLASSIFIED

spirit and judgment with which this equipment is being employed, taking into consideration the sacrifice that our own Air Forces make to spare it. Your opinion is also desired as to whether or not it would be advisable for us to work on the British with a view of having them expedite their decision toward having us train pilots and bombardiers for these airplanes in this country prior to delivery of the airplanes.

3. The above is confidential and must be treated as such.

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

Dispatched *by Ferry*
OCT 1 1941
AAG

DECLASSIFIED

83
By *Ben* 1974

- 2 -

air 45711 England (77)

DECLASSIFIED
DOJ 100

By *AK/JS* on 12/27/74

~~RESTRICTED~~

Flights in British Built Airplanes by U. S. Manufacturers' Pilots

R&R #1 from C/AC (4-E-3) to C/AAF 9/29/41

(See AAG file for complete correspondence)

45218mg
(76)

2 AAF OCAC 1941
C/AS Mat. 10/4

AAF/A-3
JWA-aca

1. The request in paragraph 3 above is approved. However, inasmuch as the list of manufacturers is a rather imposing one, the pilots of manufacturers who are now manufacturing or contemplating the manufacture of a certain type plane should be given the privilege of flying this particular type before granting such privilege to a manufacturer not primarily interested in this type plane. That is, a manufacturer now producing only bombers would not be primarily interested in a pursuit type.

2. The pilot of the manufacturer concerned will be required to sign a release form as provided in paragraph 5c, AR 95-90, prior to each flight except that the word "pilot" will be substituted for the word "passenger" in the first sentence of the release form.

Dispatched
OCT 6 1941
AAG

C.S.
C/AS

~~RESTRICTED~~

Amal 45218mg (76)

~~CONFIDENTIAL~~

AAF/A-3
HSV-ds

DECLASSIFIED

By *AK/JS* on 12/27/74

~~RESTRICTED~~

(written 11/3/41)

Rewritten: CED

45218mg
(75)

Air Marshal A. T. Harris,
Royal Air Force Delegation,
Box 772,
Benjamin Franklin Station,
Washington, D. C.

Dear Harris:

We appreciate your need for additional P-39 airplanes equipped with 37 mm. cannons, in order to obtain a thorough test of this equipment. Also as you know, we are very desirous of getting factual data upon the effectiveness of 37 mm. cannon under actual combat conditions. However, in spite of these factors, and after a careful consideration of all the points involved, it is not believed practicable to release additional airplanes of this type at present. This decision is based in part upon the fact that the United States Army Air Corps is now receiving pilots for our pursuit units at a greater rate than we have airplanes to train them.

Very sincerely yours,

E. S. ARNOLD,
Major General, U.S.A.,
Chief of the Army Air Forces.

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Secy Air Staff	A.A.S.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	Staff Officer

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
RECEIVED

DECLASSIFIED
GPO 1964
8 Jan. 64 50 June 1974
By: ALM 10 Date: 10/12/74

AAF/A-3
HSV-ds

(written 11/3/41)

Air Marshal A. T. Harris,
Royal Air Force Delegation,
Box 772,
Benjamin Franklin Station,
Washington, D. C.

Dear Harris:

We appreciate your need for additional P-39 airplanes equipped with 37 mm. cannons, in order to obtain a thorough test of this equipment. Also as you know, we are very desirous of getting factual data upon the effectiveness of 37 mm. cannon under actual combat conditions. However, in spite of these factors, and after a careful consideration of all the points involved, it is not believed practicable to release additional airplanes of this type at present. This decision is based in part upon the fact that the United States Army Air Corps is now receiving pilots for our pursuit units at a greater rate than we have airplanes to train them.

The allocations to our Allies have brought the Army Air Forces to a point where further release of pursuit types would definitely impair our ability to maintain the necessary minimum flying proficiency within our units.

Very sincerely yours,

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

Rewritten

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

~~CONFIDENTIAL~~

AAF-39

TELEPHONE HOBART 1840

Box 772
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

ROYAL AIR FORCE DELEGATION
(BRITISH AIR COMMISSION)

~~CONFIDENTIAL~~

YOUR REF:

OUR REF: A.21232/41.

25th September, 1941

DECLASSIFIED

For
By: [Signature] Date: 2/2/76
[Signature]

Dear Arnold

You have already released to us 3 P.39 aircraft fitted with 37 m.m. cannon to test the relative effectiveness of this weapon in operational use, and I recently made enquiries as to whether any experience of value had yet been obtained. In reply the Air Ministry informed me that no operational data were yet available and that a larger number of aircraft distributed fairly widely over Fighter Command was necessary to enable any firm conclusions to be reached. They therefore ask that you will approve the release of a further 17 aircraft of this type, fitted with 37 m.m. cannon off U.S. Army Air Corps contracts as soon as possible. This request is rendered necessary by the fact that P.39's now being delivered off British contracts cannot be adapted to take 37 m.m. cannon, and, in view of the importance both to the U.S.A.A.C. and the R.A.F. of obtaining reliable evidence as to their potentialities, I hope you will agree to make the release. I would also suggest that, if you approve this proposal, the aircraft should be fitted with British radio equipment (Transmitter/Receiver TR.1133 and Receiver R.3003) before leaving this country so that they may be ready to take part in operations with the minimum delay after their arrival in the United Kingdom and also that 500 rounds of 37 m.m. ammunition should be supplied with each aircraft.

Yours en
A.T. Ham

Major General H.H. Arnold,
Deputy Chief of Staff,
U.S. War Department,
Washington, D.C.

~~CONFIDENTIAL~~

11101452.1 Eng 15

~~CONFIDENTIAL~~

DECLASSIFIED
 000 hrs
 8 Jan. 8 2010 10:18
 By: Ata/UK UC Date: 12/1/20

Release of 17 P-39 Airplanes to the British.

AAF/A-3
 HSV-da

1 AAF C/AS AAF CAAF 1941 10/23

1. The Air Staff recommends the release of 17 P-39 airplanes to the British only if replaced by an equal number of P-40E airplanes from British contracts. Since British P-40E airplanes will not be suitable for use in the United States, or its possessions, until American prototypes of VHF equipment become available (estimated March, 1942), it is desired that the exchange, if made, take place at that time.

2. The British are scheduled to receive 17 P-39's in April, 1942, from British contracts.

1 Incl.-Ltr frm RAF Delegation to Arnold 9/25/41 (A.21232/41.

CS
 C/AS

no copy of incl made

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy of Staff	Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A. WPD	A. Insp.	Budget	Statistics
	<i>JL</i>					<i>Ellen</i>	<i>W</i>				

AAF-39

~~CONFIDENTIAL~~

DECLASSIFIED
DDO 117a
9 Jan. & 29 June 1974
By *MS/UC*, Date *10/12/73*

~~SECRET~~

TELEGRAM
OFFICIAL BUSINESS—GOVERNMENT RATES

FROM **WAR DEPARTMENT**

BUREAU **HEADQUARTERS U.S. Army Air Forces**

DIVISION **A-4** *90319-4*
998/gud

October ¹³ 5, 1941.

MILITARY ATTACHE,
AMERICAN EMBASSY,
LONDON, ENGLAND.

A FOUR DASH SEVEN FOR ROYCE REFERENCE YOUR CABLEGRAM NUMBER FIVE THIRTY FIVE
DATED SEPTEMBER TWENTY SEVENTH PERIOD REQUEST IS BEING INITIATED BY THIS OFFICE
TO OBTAIN ONE VICKERS FORTY MM CANNON FOR EXPERIMENTAL AND DEVELOPMENT PURPOSES
PERIOD SIGNED ANHOLD

ADAMS

Dispatched
OCT 13 1941
AAG

452.1 Eng. (73)

~~SECRET~~

Copy for [unclear]
W/ 452.1 Eng. (73)

DECLASSIFIED
DDO 117a
9 Jan. & 29 June 1974
By *MS/UC*, Date *10/12/73*

PARAPHRASE
CABLEGRAM
~~CONFIDENTIAL~~ SEPTEMBER 27, 1941.

AG 452 (9-27-41)MC

NO. 535 SEPTEMBER 27TH

REQUEST IF ACTION IS DESIRED TO OBTAIN SAMPLE OF VICKERS FORTY MM CANNON
ON WHICH FIRING TESTS FROM HURRICAN FIGHTER WERE RECENTLY SUCCESSFULLY
COMPLETED

ROYCE

~~CONFIDENTIAL~~

SECRET
RESTRICTED

DECLASSIFIED
DDO ltr.

9 Jan. & 20 June 1974

By MA/14 AC; Date 10/12/76

Vickers 40 mm. Cannon.

AAF/A-4
JJO/gwd

1. AAF AAF 1941 1. Comparative points between the British Vickers 40 mm.
 A-4 C/AS 10/9 gun and our 37 mm. gun are as follows:

	<u>Vickers 40mm.</u>	<u>37mm.</u>
Length	9-1/2 feet	7-1/3 feet
Weight	360 lbs.	173 lbs.
Muzzle velocity	2600 f/s	2000 f/s
Recoil	16. inches	9.25 inches
Rate of fire	120 rds. minute	120 rds. minute
Ammunition	Armor piercing	Armor piercing

2. At the request of Armament Branch (Col. Coupland), action is being initiated by this office to obtain a Vickers 40 mm. from the British for experimental and development purposes.

3. The attached cablegram is prepared as reply to cablegram from General Royce.

Inclosure:
Cablegram A4-7, from
Arnold to Royce,
dated 10/9/41

EPS
C/A-4

SECRET
RESTRICTED

AW 452.1 Enc. (73)

~~SECRET~~
INFORMATION COPY
of ACTION COPY
CABLEGRAM

DECLASSIFIED
DDO 1974
8 Jan. 8 20 June 1974
By: AS/MLK LG. Date: 10/12/76

HC
DI 4
Filed 704 P

September 26, 1941
225 P.M.

AG 452 (9-26-41) MC

From LONDON

TO: AGWAR

No. 533 September 26th

FURTHER CONFERENCE HAD WITH AIR MINISTRY OFFICIALS
REFERENCE YOUR TWO THREE FIVE PD FOR ARNOLD PD THEY HAVE
REASSURED ME THAT EVERYTHING WILL BE DONE TO PUT THE P THIRTY-
NINES IN COMBAT SOON PD THEY URGENTLY REQUEST THAT THE P THIRTY-
EIGHTS BE SENT AT AN EARLY DATE IN ORDER THAT THEY ALSO CAN BE
PUT INTO COMBAT AND BE TESTED NOT ALONE WITH RESPECT TO ARMAMENT
BUT ALSO AS REGARDS OPERATION OF THE TURBO SUPERCHARGED FIGHTER
AT HIGH ALTITUDE PD IN ORDER TO MAINTAIN A SQUADRON THEY REQUEST
THAT TWENTY P THIRTYEIGHTS BE SENT TO THIS COUNTRY AND ALSO
SEVENTEEN ADDITIONAL P THIRTYNINES

ROYCE

452.1 Eng (72)

~~SECRET~~
INFORMATION COPY
of ACTION COPY

9/29 Eng. to AG "GILCOHHA"

air A.G.

air AG 4521 England (12)

UNCLASSIFIED
100-42
1941
1941

SECRET

FROM	WAR DEPARTMENT
BUREAU	Headquarters
DIVISION	Eng Army Air Force.

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

September 24, 1941.

**MILITARY ATTACHE
AMERICAN LEGATION
LONDON, ENGLAND**

----- FOR INFO FROM AIRMAIL. RE OUR 226 AND YOUR 486 AND 508, IN JUNE WE SENT 3 AMERICAN P-39's TO ENGLAND WITH THE HOPE OF RECEIVING AN EARLY REPORT ON THEIR SUITABILITY FOR COMBAT PARTICULARLY THE AIRFRAME. SINCE THE P-39's ARE SIMILAR IN AIRFRAME TO THE P-35's WE DO NOT INTEND TO SEND 3 OF THESE TO ENGLAND UNTIL WE HEAR WHAT THE RESULTS WERE ON THE TESTS OF THE P-35's. YOUR RECOMMENDATION IN 908 REFERENCE AMERICAN TYPE AIRCRAFT BEING STUDIED. IF WE CANNOT EXPECT EARLY RECEIPT OF THESE COMBAT SERVICE TEST REPORTS ON AMERICAN TYPES THERE IS NO ADVANTAGE TO US IN SENDING OTHER EQUIPMENT FOR TESTS. ADAMS.

452.1 Eng (18)

I certify that this message is an official business and necessary for the public service.

Dispatched
SEP 25 1941
AAG

SECRET


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

Date.....

TO:

- Chief of the Army Air Forces
- C.G., Air Force Combat Command
- Chief of the Air Corps
- Chief of the Air Staff
- Secretary of the Air Staff
- A-1 Division
- A-2 Division
- A-3 Division
- A-4 Division
- Air War Plans Division
- Budget Section
- Medical Section
- Public Relations Section
- Statistics Section
- Inspector, Army Air Forces
- Adjutant General, Army Air Forces
- A.F. Files

*This matter has been
 taken care of in other
 communications.*


 E. P. CURTIS,
 Major, Air Corps,
 Secretary of the Air Staff.

AAF-217

WAR DEPARTMENT
Office of the Chief of the Air Corps
Washington
Executive
Date 9/29/

TO:

- Office, _____ Sec. of War
- Office, Asst. Sec. of War for Air
- Secretary, General Staff
- Chief of the Army Air Forces
- Chief of the Air Staff
- Secretary of the Air Staff
- Air Adjutant General
- General Brett
- General Echols
- General Stratemeyer
- General Fairchild
- Administrative
- Aeronautical Board
- Buildings & Grounds
- Central Files
- Civilian Personnel
- Executive
- Ferrying Command
- Fiscal
- Inspection
- Intelligence
- Legal
- Materiel
- Medical
- Military Personnel
- Training and Operations

*Preparation of
reply x*

MFB

MUIR S. FAIRCHILD,
Brig. General, Air Corps,
Executive

X-257, A.C.

HEADQUARTERS ~~ARMY~~ ~~AAP~~ ~~FORCES~~
ROUTING AND RECORD SHEET

DECLASSIFIED
DDO Form

8 Jan. & 20 June 1974

By *ALD/UK* JG; Date: *10/12/76*

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

File No.

Tally No. AAP

SUBJECT: Cablegram No. 499 from London

NO.	FROM	TO	DATE	COMMENTS
1	AAF A-2	OCAC	1941 9/26	<p>AAF/A-2 GCMcD/ekp</p> <p>For your information and preparation of reply.</p> <p><i>Handwritten:</i> E.F.S. C/A-2 <i>de</i></p> <p>1 Incl. Cable. No. 499, fr London, 9/24/41</p>

RECEIVED
SEP 29 1941
CLASSIFIED MAIL
AND FILE UNIT

Handwritten: 45211 England (69)

"Do not use reverse side"

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

Handwritten: YL-910 Sl-207
A9-29(G-a) A-2466

Page No. -----

SECRET

Handwritten: A9-29(G-a) A-2466 (69)

SECRET

DECLASSIFIED
000 ltr
9 Jan. & 20 June 1978
By: *ALB/ALC* Date: *10/2/78*

Cablegram No. 499 from London

1 AAF
A-2

OCAC

1941
9/26

AAF/A-2
OGMcD/ekp

For your information and preparation of reply.

H.F.S.
C/A-2.

1 Incl.
Cable, No. 499, fr London,
9/24/41

SECRET

07

Am 44452-1500 (69)

~~SECRET~~

DECLASSIFIED
DOO IIR
8 Jan. & 20 June 1974
10/12/76

EXACT COPY

OF ACTION COPY

EMB/bjs - 1712

CABLEGRAM

AG 452 (9-24-41)MC

FROM LONDON

TO AGWAR

* * * * *

NO. 499 SEPTEMBER 24th

VICE CHIEF OF AIR STAFF FREEMAN HAS ADDRESSED A LETTER TO ME REQUESTING THAT CONVERSATIONS BE OPENED AS REGARDS THE VARIOUS TYPES TO BE SENT TO RUSSIA PD FOR ARNOLD FREEMAN IS VERY ANQIOUS TO KNOW THE NUMBER AND TYPES THAT WILL BE DIVERTED FROM ENGLAND SO THAT THEIR EQQPANSION PROGRAM CAN BE MODIFIED ACCORDINGLY AND SO THAT THERE MAY BE THE PROPER BALANCING OF SUPPLIES BETWEEN THE UK CMA MIDDLE EAST CMA FAR EAST ETC PD SUGGEST THAT THIS MATTER BE STUDIED AND THAT GENERAL BRETT BE GIVEN AUTHORITY TO ACT IN THIS MATTER AFTER HIS ARRIVAL HERE PD WOULD APPRECIATE YOUR THOUGHT IN THIS MATTER SO THAT I MAY AT LEAST REPLY INTELLIGENTLY TO FREEMANS LETTER PD WOULD ALSO APPRECIATE INFORMATION AS TO PROBABLE DATE OF BRETT'S ARRIVAL HERE

ROYCE

-10/2/41: Orig. rebound to JAB.

EXACT COPY

OF ACTION COPY

~~SECRET~~

AG 452.1 Eng (69)

DECLASSIFIED
DDP No.

8 Aug 67 1000 1974
By: *MSD/HK* Date: *12/13/74*

~~SECRET~~

WAR DEPARTMENT

BUREAU Air Corps

DIVISION *Hq Army Air Forces-Air AG*

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

MILITARY ATTACHE

LONDON, ENGLAND

FOR ROYCE YOUR 499 PD SUBJECT MATTER WAS DISCUSSED
IN MOSCOW BY HARRIDAN COMMISSION PD THEIR DECISION NOT
YET RECEIVED BUT UPON APPROVAL OF ANY PROGRAM YOU WILL
BE PROMPTLY NOTIFIED BY ME SIGNED ARNOLD

Dispatched
OCT 3 1941
AAG

TO MAIL & RECORD BOOK	
Date	
	EXECUTIVE
	ADMINISTRATIVE
	B & G
	CIVILIAN PERS.
	FISCAL
	INSPECTION
	INTELLIGENCE
	LEGAL
	MATERIEL
	MEDICAL
	MILITARY PERS.
	PLANS
	TRAIN. & OPER.
	W COM AERO BD.

CENTRAL FILE COPY

~~SECRET~~

DECLASSIFIED
EO 13526

By: *dyk* Date: *12/2/76*

~~SECRET~~

Briefs of British Fighter Classes and Determination of Center of Gravity of B-17C.

452.1 Eng

AAF/A-3
OSF-epb

1 AAF 1941
 C/AS C/AAF 9/28

Attached are briefs requested by your pencil notation.

CS
C/AS

(67)

3 Incls.

Ltr fm Gen Royce to Gen Scamlen
9/9/41 w/4 Incls:

- Copy of ltr fm V. Crowden to Gen Royce 9/4/41
- Copy of ltr fm G. Portal to Gen Royce 9/5/41

"Name on Classes of Fighters"

"Rpt on Weighing of Boeing B17-C
Airplane No. AN 536 (Combat
Condition at Roscombe Downs on 8/28/41"

Brief of Secret Memo of Classes of Fighters

Brief of Determination of Center of Gravity
of B-17C with full combat load

1941
OCT 3 1941
AAG

~~SECRET~~

air 452.1 Eng (67)

SECRET

DECLASSIFIED
000 818
8 Jan. 20 1978
By: *10/10/78*

BRIEF OF SECRET MEMORANDUM OF CLASSES OF FIGHTERS.

1. Basis:

Design requirements, and probable decrease of armament, render high altitude fighters slow, hard to handle and under-armed at low altitudes.

2. The ~~XXXX~~ will be two types of fighters:

- a. with pressure cabins for altitudes over 35,000 feet, which is the limit of practical human toleration without pressure.
- b. without pressure cabins for operational performance up to 35,000 feet, which will require a service ceiling of 38 to 40,000 feet.

3. a. Present non-pressure fighters:

Hurricane II - inadequate and has reached limit of its development.
 Typhoon) - inadequate operational ceiling. 400 mph
 Tempest) at 30,000 feet.
 Spitfire IV) - using Merlin 61 and Griffon engine will
 Spitfire V) be adequate by spring of 1942.
 P-38 - (Lightning) - adequate to 35,000 feet.
 P-39 - inadequate operational ceiling of 27,000 feet.

b. Projected non-pressure fighters:

P-47 - not yet received. Reported as 38,000 feet ceiling.
 Whittle - (type unknown. Exhaust driven?)

c. Present non-pressure nightfighters:

Beaufighter - present speed of 330 mph inadequate.
 With Hercules VI will produce 360 mph at 18,000 feet. Ceiling 30,000 feet.
 Mosquito - 376 mph at 22,000 feet.

d. Projected pressure fighters:

P-38 - 40,000 feet.
 Spitfire V - semi-pressure using Merlin 47. 300 in production.
 Spitfire VI - 45,000 feet using Merlin 61.
 Westland - twin engine. 42,000 feet.
 Whittle - 45,000 feet.

SECRET

SECRET

DECLASSIFIED
000 818
8 Jan. 20 1978
By: *10/10/78*

BRIEF OF DETERMINATION OF CENTER OF GRAVITY OF B-17C WITH FULL COMBAT LOAD.

- a. Without bombs or crew, wheels down
 26% Mean Aerodynamic Chord
 Weight 45,422 lbs.
- b. Full load, wheels down
 26.3% M.A.C.
 Weight 51,023 lbs.
- c. Full load, wheels up
 25.9% M.A.C.
 Weight 51,023 lbs.
- d. Bombs dropped, wheels up
 25.7% M.A.C.
 Weight 46,623 lbs.
- e. Fuel exhausted, bombs dropped, wheels up
 23.5% M.A.C.
 Weight 38,261 lbs.
- f. Addition of 225 lbs. of armor for crew to full load, wheels up
 26.6% M.A.C.
 Weight 51,248 lbs.

1. This moved the center of gravity from 25.9% M.A.C. to 26.6% M.A.C.

2. From a structural and aerodynamic stability standpoint the maximum aft position of the center of gravity is 26% of the mean aerodynamic chord.

SECRET

DECLASSIFIED
DDO Int
8 Jan 6 20 June 1974
By: AAAF/101 Date: 10/27/76

CONFIDENTIAL

AAF/M-2
TJK-hsb
(12-13-41)

DEC 20 1941

MEMORANDUM FOR: The Assistant Chief of Staff, G-2.

Subject: Recommendations of Military Observer.

1. Reference is made to your memorandum for the Chief of the Army Air Forces on the above subject, dated September 22, 1941, which referred to report No. 44189, Military Attache, London, dated August 22, 1941, for action to be taken on the recommendations made in this report.
2. The following action has or is being taken, regarding the recommendations made on page 4 and page 8, by Major George Price, regarding a P-39 airplane:
 - a. The gunsight is being modified as recommended.
 - b. The oxygen installation is being modified as recommended.
 - c. All pursuit airplanes are being furnished armor protection for oil and prestone tanks.
 - d. Non-luminous instruments will be installed as soon as available and if their use is approved by the Combat Command.
 - e. The black interior of the cockpit is being service tested.
 - f. Flame dampening exhaust stacks will be installed as soon as available.
 - g. No armament changes are contemplated on present contracts where severe delays in production would result from the changes.
 - h. Rear-view mirrors are being incorporated in all pursuit airplanes.

For the Chief of the Army Air Forces:

HEADQUARTERS ARMY AIR FORCES - CONFIDENTIAL									
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	Major, Air Corps	Statistics
Memo for C/AAF fr <u>12/2/41</u> w/ Letter of Transmittal & Ref. No. 44189 of <u>10/27/41</u>									
Rept Forwarded									

CONFIDENTIAL

Dec 20 1941

DECLASSIFIED
DOO BY
8 Jan 6 20 June 1974
10/2/76

COPY
~~CONFIDENTIAL~~

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
MILITARY INTELLIGENCE DIVISION, G-2
Washington

MID 580.42 Great Britain

September 22, 1941

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: Recommendations of Military Observer.

1. Report No. 44189, Military Attache, London, dated August 22, 1941, subject, "Letter of Transmittal of Report of Duty in British Isles", a copy of which is inclosed, prepared by George E. Price, Major Air Corps, contains a number of recommendations concerning modifications of American Fighters.

2. Under the provisions of AG 350.05 (12-2-40) M-B-M, December 3, 1940, subject, Initiation of action on recommendations from Military Attaches, this recommendation is referred to your Division for action.

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

1 Inclosure

CC: Assistant Chief of Staff, G-3;

~~CONFIDENTIAL~~

DECLASSIFIED
DOO BY
8 Jan 6 20 June 1974
10/2/76

~~CONFIDENTIAL~~
COPY

August 22, 1941

44189/GP

Subject: Letter of transmittal.

To: A.C. of S., G-2, War Department,
Washington, D. C.

Attached hereto is a report submitted by Major George Price, Air Corps, who was on duty at this station from April 17th, to August 21st, 1941.

RAYMOND E. LEE
Brig. Gen., U.S. Army
Military Attache

Incl: 1
6 copies.

Inclosure attached to original
& no copy made.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~ FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DDI ITC
8 Jan. 80 1044
By *ANSLK* LC, Date 10/12/76

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

File No. _____
Tally No. AAF _____

SUBJECT: Recommendation of Military Observer.

NO.	FROM	TO	DATE	COMMENTS
1	AAF A-2	OCAC (MAT. DIV.)	1941 9/27	<p style="text-align: right;">AAF/A-2 GCMed/ekp</p> <p>For necessary action and preparation of</p> <p style="text-align: center;"><i>Handwritten initials</i></p> <p>Incl. Memo for C/AAF fr G-2, 9/22 w/Letter of Transmittal & Rept No. 44189 fr MA-London</p>
2	OCAC (Mat. Div.)	AAF A-2	1941 10-31	<p>1. The attached report of Major George Price regarding the P-39 airplane has been examined by Wright Field and they had the following comments to make regarding his recommendations on page 4 and page 8 of his report.</p> <p>a. The gun sight is being modified as recommended.</p> <p>b. The oxygen installation is being modified as recommended.</p> <p>c. All pursuit airplanes are being furnished armor protection for oil and prestone tanks.</p> <p>d. Non-luminous instruments will be installed as soon as available and if their use is approved by the Combat Command.</p> <p>e. The black interior of the cockpit is about to be service tested.</p> <p>f. Flame dampening exhaust stacks will be installed as soon as available.</p> <p>g. No armament changes are contemplated on present contracts due to severe delays in production which would result from changes.</p> <p>h. Rear view mirrors are being incorporated in all pursuit airplanes.</p> <p style="text-align: right;"><i>FPO</i> O.P.E. Chief, Mat. Div.</p> <p>1 Incl. withdrawn</p>

(Do not use reverse side)

Page No. _____

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

H. V. 1/15
an 4571 England (66)

~~CONFIDENTIAL~~

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

~~CONFIDENTIAL~~

C-1010

DECLASSIFIED
DOO 125

WAR DEPARTMENT

(2-B1)

8 Dec. 8 30 June 1974
AD 116 142 Date 12/8/74

OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

OCT 4 1941

MEMORANDUM FOR: Materiel Division, OCAC.

THROUGH: Executive

SUBJECT: Final Report from Major George Price, A. C.,
Military Observer to Great Britain, dated
August 19, 1941.

1. Attached hereto is the following report, which
is forwarded for action on recommendations contained in para-
graph 6, under the provisions of Letter AG 350.05 (12-2-40)
M-B-M, December 30, 1940:

Final Report from Major George Price, Air Corps,
Military Observer to Great Britain, dated August 19, 1941.

2. It is requested that this office be notified
through Executive Office of action taken on the recommendations
listed below in order that a record might be kept on all Attache
report recommendations.

3. RECOMMENDATIONS:

Your attention is invited to paragraphs 1, 2, 3,
and 4 on page 8, Section "C", Recommendations.

1 Incl.
Cy. of Final
Rpt., 8/19/41.

James F. Olive, Jr.
JAMES F. OLIVE, JR.,
Major, Air Corps,
Chief, Air Intelligence Section

~~CONFIDENTIAL~~

01349
6-2472 10/5 (24-2)

CONFIDENTIAL

F27

DECLASSIFIED
DD FORM 1288
1 Jan 60

By MA/UK/ACJ Date 12/17/76

~~SECRET~~
PARAPHRASE OF
ACTION COPY

HEB/bjs - 1712

CABLEGRAM

AG 452 (9-22-41)MC

FROM LONDON

TO THE ADJUTANT GENERAL

NO. 480 SEPTEMBER 22ND

TWENTYONE AIRCOBRAS TO DATE HAVE BEEN DELIVERED TO AIR
MINISTRY PD THIS FOR ARNOLD RE HIS TWO ONE SIQQ PD DEVELOPMENT UNITS
TESTS SHOW THAT A FEW NECESSARY CHANGES WILL REQUIRE APPROXIMATELY
TWO WEEKS BEFORE THEY CAN BE EMPLOYED IN ACTION PD THE DATE THAT
REPORT MAY BE ANTICIPATED WILL BE DEFINITELY RECEIVED TOMORROW OR
NEQQT DAY FROM AIR MINISTRY NOW MAKING EVERY EFFORT TO PREVENT
DELAYS PD A REPORT FOR BRETT NOW BEING PREPARED WILL SHOW IN FULL
ALL ALTERATIONS MADE TO AMERICAN AIRCRAFT FOLLOWING ARRIVAL OVER
HERE PD HE CAN THUS CARRY BACK A FULL PICTURE PERMITTING INCORPORATION
OF AS MANY CHANGES AS FEASIBLE IN PRODUCTION IN AMERICA PD RECOMMEND
URGENTLY THAT NO DELAY ENSUE IN FORWARDING AT FIRST OPPORTUNITY TO
THE UK A FLIGHT OF P DASH THIRTY EIGHTS COMMA ISSUANCE HAVING BEEN
RECEIVED THAT THEY WILL BE EMPLOYED AT THE FIRST POSSIBLE DATE.

45-20-1 Eng (65)

ROYCE

~~SECRET~~

45-20-1 Eng (65)

DECLASSIFIED
DD FORM 1
1 May 64 (Rev. 5-22-64)
By: *MA/LE* Date: *12/12/74*

~~CONFIDENTIAL~~
DECLASSIFIED

AAF/*h*
MFS/*mwb*

Written Oct. 30, 1941

Air Marshal A. T. Harris,
Royal Air Force Delegation,
British Air Commission,
Box 772, Benj. Franklin Station,
Washington, D. C.

NOV 8 - 1941

My dear Harris,

In your letter of September 15, 1941 you stated that the Air Ministry was prepared to consider an exchange of Boston III's for DC-3's between March and July, 1942.

Recent agreements would appear to preclude the possibility of initiating the proposed exchange prior to July, 1942. In view of this fact, the War Department does not desire to pursue the matter further.

Sincerely yours,

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

452.1 England (62)

Disseminated
NOV 9 1941
SAG

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Secy of Staff	A.A.G.	A-1	A-2	A-3	A-4	A- W/D	A. Insp.	Budget	Sta-tistics	
	<i>SP</i>					<i>for</i>	<i>W/D</i>	<i>INC for HCS</i>			

~~CONFIDENTIAL~~

AAF-39

Orig 452.1 Eng. (62)

TELEPHONE HOBART 1840

Box 772
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

ROYAL AIR FORCE DELEGATION
(BRITISH AIR COMMISSION)

~~CONFIDENTIAL~~

~~PERSONAL~~

OUR REF:

OUR REF: A. 21,243/41.

15th September, 1941.

Major General H. H. Arnold,
Deputy Chief of Staff,
War Department,
Washington, D.C.

DECLASSIFIED
JCS Memo
2 Jan. 1975
By SP1 J.C., Date 10/12/76

My dear *Arnold*

You mentioned to me your desire to effect an exchange of D.B.7. aircraft against D.C.3's.

I have now received instructions from the Air Ministry as follows:-

They are prepared to consider such an exchange on the basis of 65 Boston III's for 50 D.C.3's. This exchange could take place, so far as we are concerned, between March and July 1942. It is assumed that the deliveries of D.C.3's to us would be strictly parallel with the loss of Boston III's.

If you are interested in this proposal, or would care to discuss the matter further, I assume that you will inform me accordingly.

Yours *ever*

A. I. Harris
Air Marshal.

000
5000

RECEIVED

Confidential

007645212 (1)

WAR DEPARTMENT
OFFICE OF THE CHIEF OF BUREAU OF MILITARY AERONAUTICS

*Also have
to be reconsidered
in view of
Russian deal*

BCM

Also:
*1. 2nd in coming
60 of our 420
to flight fighter
2. British haven't
the D-37 available*

BENNETT E. MEYERS
COLONEL, AIR CORPS
EXECUTIVE

1-64, A.C.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF

*This case
to be reconsidered
in view of
Russian deal*

PCM

*also
1. 2nd air command
60 of our 420
to fight fighters
2. British haven't
the B7 available*

BENNETT E. MEYERS
COLONEL, AIR CORPS
EXECUTIVE

1-64; A.C.

DECLASSIFIED
DDO Form

CONFIDENTIAL

AAF/A-4
MPS/gwd
Written Oct. 7, 1941.

8 Jan. 20 1942
By *AAAF/A-4, 100-1170*

Air Marshal A. T. Harris,
Royal Air Force Delegation,
British Air Commission,
Box 778, Benj. Franklin Station,
Washington, D. C.

My dear Harris:

The proposed basis of exchange of Boston III's for DC-3's (i.e., 65 Boston III's for 50 DC-3's), set forth in your letter of September 18, 1941, is satisfactory. However, the proposal for parallel deliveries would not provide the Boston III's soon enough for our purposes, as we require them earlier than it now appears possible to divert the DC-3's.

In lieu of parallel deliveries, the following schedule of exchange is proposed:

Deliveries of Boston III's to U. S.

By November 15, 1941---12 airplanes
Nov. 16 to Dec. 31, 1941---32 airplanes
Jan. 1 to Feb. 15, 1942---21 airplanes
Total **65** airplanes

Deliveries of DC-3's to British

5 airplanes per month for 10 months,
beginning April, 1942, and a total
of 50 airplanes.

If basic factors as to production and requirements do not materially change, there is a possibility that the rate of DC-3 diversion can be increased during the latter part of 1942.

not needed

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Deputy Chief of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WD	A.Insp.	Budget	Statistics	
	<i>ERC</i>				<i>EM</i>						

CONFIDENTIAL

AAAF:GB
verbally conveyed to H.L.G. JPL

AAF - AS
SPC

DECLASSIFIED
DDO 016

SECRET

GROUP 1 EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION
DATE 01/21/2014 BY 60322/UC/STP/STP

DECLASSIFIED

SEP 18 1941

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-2:

Subject: Cablegram.

It is requested that the following secret cablegram be sent to the Military Attache, London, England.

"FOR LEE STOP RE YOUR CABLEGRAM NUMBER THREE SIX SEVEN
SEPTEMBER TEN NINETEEN HUNDRED FORTY ONE ST LOUIS TRANSPORT
PLANE C FIFTY FIVE NOW IN PROCESS OF BEING TURNED OVER TO
BRITISH STOP MINOR DETAILS ARE BEING ARRANGED BY BRITISH AIR-
PLANE SHOULD DEPART IN THE VERY NEAR FUTURE END"

452.1
Eng
60

For the Chief of the Army Air Force

1 Incl.
Paraphrase Cable No. 367.

EDWARD P. CURTIS,
Major, Air Corps,
Secretary of The Air Staff

Dispatched
SEP 18 1941
AAG

HEADQUARTERS		ARMY AIR FORCES						COORDINATION			
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WFD	A-Insp.	Budget	Sta- tistics	
	EC										

SECRET

AAF-39

Am 452-1 Eng 60

PARAPHRASE
OF A

DECLASSIFIED
E.O. 11652
3 Jan. & 20 June 1974
By: ACD/AR Date: 10/12/76

~~SECRET~~

RADIOGRAM

~~CONFIDENTIAL~~

CABLEGRAM

~~RESTRICTED~~

Received at the War Department AM
Sept. 10, 1941
4:58 PM

From: M/A London, England
To: MILID Sept. 10, 1941. No. 367

With reference to your 1840, information is requested as to the date St. Louis Transport Plane C Fifty-five will be turned over to the British. This message is for Arnold.

Lee

Distribution:

Deputy Chief of Staff for Air (According to G-2 records, No. 1840 to London was sent by the Adjutant General)
Record Section

DECLASSIFIED

Ans AB 452.1 Eng 60

DECLASSIFIED
E.O. 11652
3 Jan. & 20 June 1974
By: ACD/AR Date: 10/12/76

PARAPHRASE

of a

~~SECRET~~

~~SECRET~~
CABLEGRAM

Received at the War Department 2:20 P.M., Sept 11, 1941

From: M/A London, England
To: MILID No. 382

Reference your 155, am giving report on Oslo Raid day eight. There were four Fortresses dispatched to Oslo Harbor to BMB Admiral Scheer: Three were in formation, and ten minutes later one was dispatched. There arrived on Norwegian Coast in loose formation about two miles apart three Fortresses: One at 27,500, one at 24,000, and one at 28,000---Two ME Nine attacked Fortress at 24,000 ft., which was in rear, and from observation was seen to go down in smoke--decision was made by other two Fortresses to return home. Without any interception one Fortress arrived home. On way home Third Fortress climbed to 25,000:--Due to lack of oxygen, rear gunners passed out, then a pilot started losing altitude, and at 25,000 ft. was intercepted by one ME nine which was not observed--from about 50 yards one short attack was made, which resulted in the loss of Ailerons, Number one engine received damage, oxygen equipment received damage, beam gunner was wounded, lower gunner was killed, ship made return to Scotland, and landed with wheels up in crash. Report was not made on Fortress dispatched alone. Following this you will receive complete details on the above.

Lee

Distribution:

Air Corps - Action Copy (A.C. 138)
General Miles
Record Section

Copy to Sec, AS, A-2 VA 3 to note *Copy for Gen. Arnold*

~~SECRET~~

Ans AB 452.1 Eng 59

452.1 Eng 59

DECLASSIFIED

DDI 100

8 Sep 64 10 20am 1974

by *AAJ/KK* *10/20/74*

~~CONFIDENTIAL~~

Subject: Torpedo Carrying Airplane.

4521
58

AAF/A-4
WKB/ar

2. AAF
C/AS

C/AC 10/10

1. Noted and returned as requested.

Incls. n/c

CS
C/AS

Dispatched
OCT 21 1941
AAG

~~CONFIDENTIAL~~

Copy for Air Adjutant General.

DECLASSIFIED
DATE 10/26/2011
BY 60320/UC/STP/STP

-copy-

~~CONFIDENTIAL~~

WAR DEPARTMENT
AIR CORPS, MATERIEL DIVISION

PES: slk
REJ: slk

MEMORANDUM REPORT ON

Date May 21, 1941

SUBJECT: Visit to Naval Torpedo Station,
Newport, R.I., re Aerial Torpedo Bombing

SECTION... ~~CONFIDENTIAL~~...
...~~CONFIDENTIAL~~...

Contract No.....
Expenditure Order No.....
Purchase Order No.....

SERIAL No. ~~CONFIDENTIAL~~...
...~~CONFIDENTIAL~~...

A. Purpose:

1. To report on visit to the Naval Torpedo Station, Newport, R.I. made by Major P. E. Shanahan and Captain R. E. Jarmon to study all phases of aerial torpedo bombing, in accordance with instructions contained in Materiel Division Special Orders, Nos. 99, Par. 7, dated April 28, 1941 and 95, Par. 7, dated April 23, 1941.

B. Factual Data:

1. To comply with Confidential Technical Instructions No. CTI-189 dated February 18, 1941, subject "Torpedo-Carrying Airplanes", reference aerial torpedo bombing to be done by the Air Corps, it was necessary that Air Corps personnel acquaint themselves with the problem of torpedo bombing, as no work has been done in the past on torpedoes and understanding of the problem was very hazy. The undersigned visited the Naval Torpedo Station on April 29 and 30, 1941. While there, these personnel viewed the manufacture of all types of torpedoes, read and discussed research and test reports conducted by that Station on aerial torpedoes during the present fiscal year, discussed operation of torpedo squadrons and viewed the dropping of two aerial torpedoes from a Navy PBY airplanes.

2. The torpedo itself is a highly intricate, self-propelling water craft, and its destructive value depends entirely upon accurate control of its course and striking the objective therefrom. In viewing the status of Air Corps personnel at the present time, it is very evident that much training will be necessary to obtain skilled personnel to properly and efficiently handle these projectiles.

3. At the present time there are two torpedo factories, both Navy, manufacturing torpedoes for use of the U.S. fleet, and these factories' production lines are set up to meet the requirements of the Navy only. The factory personnel stated that if an additional quantity of torpedoes will be required by any other agency than the U.S. Navy, it will necessitate their setting up additional production lines and that they desire information as to the additional number of torpedoes required and dates on which deliveries are desired as soon as possible in order that they can make such necessary plant expansion as is required.

~~CONFIDENTIAL~~

M.D.M.R. No. EXP-M-
5/21/41

~~CONFIDENTIAL~~

4. In addition to the torpedoes and airplanes needed by any operating squadron, it is found that the following equipment is essential for torpedo operation:

a. Shop for overhauling and maintenance of torpedoes. This will be very similar in nature to present air base instrument repair shops and will require approximately the same amount of space. It is believed that present machine equipment as used by base shops, plus test stands, will be adequate for any necessary shop work that will be required on torpedoes insofar as machine tools are required.

b. For operation on the target range or torpedo dropping range, it will be necessary to have at least two boats comparable to present Air Corps crash boats for spotting and retrieving of torpedoes. In addition to these boats, it will be necessary to have diving personnel and a boat or barge equipped with necessary diving equipment to retrieve such torpedoes as may sink. The cost of the present aircraft torpedo Mark XIII, Mod. I is approximately \$8,000 each and they are serviceable for many practice runs, using the exercise head; therefore, it is considered most economical to retrieve and repair all torpedoes possible.

c. Necessary handling gear such as torpedo hoist, trucks and other necessary equipment for transporting and installing torpedoes on airplanes will be required.

5. Naval Air Station personnel stated that at the present time they have nearly completed all their tests with present design torpedoes and airplanes from which they have been able to increase dropping altitudes up to 300 feet altitude and to speeds of 150 miles per hour. They believe that higher speeds can be utilized; however, they have no airplanes available now or in the near future for such conditions of high speed tests.

6. They also stated that they were capable and willing, insofar as that station was concerned, to train officers and enlisted men of the Air Corps on all phases of torpedo work; i.e., maintenance, upkeep, installation and dropping; and they believe their station is better prepared for such work inasmuch as they have qualified instructors and a good target range complete with all necessary water craft for such work. They stated that they could handle any reasonable number of officers at a time and that, for convenience of their instructors, enlisted men be assigned in increments of ten as this is the proper size of any one study class which one instructor can handle.

7. The present Mark XIII, Mod. I torpedo has approximately 400 pounds of explosive material in the war-head; however, there is space available for an additional 200-pounds which the Navy has discouraged utilizing. Factory personnel stated that in their opinion additional 200 pounds of TNT would not affect the flight characteristics of this torpedo in any way and they were informed that this additional weight would not materially affect flight characteristics of present Air Corps airplanes. This increased weight would in no way affect external dimensions of these torpedoes.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
MI-85

M.D.M.R. No. EXP-M50-550
5/21/41

C. Conclusions:

1. If the Air Corps contemplates equipping and operating torpedo squadrons, it is believed to be of the utmost importance to have nucleus of trained officers and enlisted men set up prior to receiving airplanes and equipment. These Air Corps officers and enlisted men should have a minimum of two months' training at the Naval Torpedo Station in order to man such Air Corps equipment when received. In addition to this, tools and equipment for operating maintenance shops, handling gear and hoists for torpedoes, and all other necessary allied equipment should be obtained for such number torpedo squadrons as it is contemplated forming.

2. To assist the Naval Torpedo Station personnel in furthering their research work insofar as increasing dropping speeds of torpedoes, it is believed advisable to furnish that station with an Air Corps bomber suitable for carrying torpedoes (a B-23 Medium Bomber Airplane is suitable and adaptable) in order that maximum dropping speeds may be determined as soon as possible. With a B-23 Medium Bomber Airplane, it would be possible to obtain speeds in excess of 200 miles per hour and would also give much information to adapting torpedoes to present Air Corps type airplanes. It is also believed advisable to furnish with this airplane, Air Corps personnel, both officers and enlisted men, for maintenance, flying and experience.

3. It is evident that in order to furnish the Air Corps with sufficient torpedoes for operating squadrons it will be necessary for the Naval Air Station to materially increase its production line and that this process will take several months.

D. Recommendations:

1. If the Air Corps is to adopt torpedo bombing, it is recommended that:
 - a. Necessary action be initiated to prepare liaison work by the Air Corps and the Navy Department to follow through and assist Naval personnel in such research as will be carried on and also to acquaint Air Corps personnel with the problem of torpedo bombing. That all torpedo research be continued at the Newport Station.
 - b. That action be initiated to train Air Corps officers and personnel in torpedo bombing using such facilities as the Navy Department has at present in respect to dropping ranges, necessary water craft and other allied equipment.

~~CONFIDENTIAL~~
MI-85

- 3 -

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
MX-85

~~CONFIDENTIAL~~

M.D.M.R. No. EXP-M-50-550
5/21/41

7

- c. That the Air Corps place sufficient order or notify Navy Department of estimated requirements of torpedoes to cover all operations of number of contemplated torpedo units as soon as possible in order that that station may properly set up production lines to handle same.
- d. That a decision be reached as to whether the Ordnance Department will be the procurement and supplying agency for torpedoes and allied equipment for the Air Corps or whether such function will rest with the Navy Department.

/s/ P. E. Shanahan
P. E. SHANAHAN, Major, A.C.

~~CONFIDENTIAL~~
MX-85

Prepared by.. ROBERT E. JARMON, Captain, A.C.
(Name)

Approved by.. H. Z. BOGERT, Lt. Colonel, A.C.
Chief, Technical Staff

Concurrence:

.....
.....

Approved by.. F. O. CARROLL, Lt. Colonel, A.C.
Chief, Experimental Eng. Sect.

Distribution:
Chief, Mat. Div., OCAC (2)
Ch., Mat. Div., Att:Exec.
Ord. Repr. (2)
G.I.N.A. (2)

Armament Lab.
Aircraft Lab.
Central Files

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED
E.O. 13526
DATE 11/19/2001 BY 1042/210

WAR DEPARTMENT
AIR CORPS, MATERIAL DIVISION

EWJ:ch:53

MEMORANDUM REPORT ON

Date May 24, 1941

SUBJECT: Torpedo Carrying Airplane.

SECTION: Experimental Engineering...

Contract No.....
Expenditure Order No. 427-1-20
Purchase Order No.....

SERIAL No. EXP-M-53-427-7.....

A. PURPOSE:

1. To report the results of studies conducted to determine the feasibility of converting the present type Air Corps bombardment aircraft for torpedo carrying in accordance with Paragraph 2 of Inter-Office Memorandum to Chief, Armament Laboratory, Wright Field, subject: "Torpedo Carrying Airplane, Project, Expenditure Order No. 427-1-20 dated March 6, 1941, and Confidential Technical Instructions No. 189 dated February 18, 1941, subject as above.

B. Factual Data.

1. The ranges of three present type Air Corps bombers and attack airplanes which seem the most feasible for this type mission have been plotted upon attached graph. The values have been calculated from Breguet's Formula using the specification requirements for each plane and the values plotted, Loads (ordinates) vs Range (abscissae). The various torpedo weights and their binary multiples have been indicated in reference to the ordinate.
2. The structural possibilities are discussed in Inter-Office Memorandum from the Chief, Aircraft Laboratory to the Chief, Armament Laboratory, Wright Field, dated March 19, 1941, subject: "Carrying Equipment in Bombardment Aircraft, Expenditure Order No. 558-1-189".
3. The present type Air Corps bombardment aircraft would assume the following characteristics when considered for a torpedo mission and are listed in the order of preference.
 - a. For internal carrying of torpedoes it would require major structural changes in present bomb bay which are believed impractical at this time. There is sufficient clearance available under the fuselage; and it is believed torpedoes can be readily carried externally, however, this will require the mounting of torpedo racks and necessary primary structures to hold these racks. Martin Company is now making a study as to availability for providing external provisions for carrying torpedoes.

~~CONFIDENTIAL~~

Memorandum Report No. EXP-M-53-427-7
May 24, 1941

- a. North American B-25 - would require removing part of the rear bulk head of the bomb bay or incorporating racks to carry torpedo externally directly under bomb bay. This airplane could carry one Mk. XIII Mod. I torpedo and would have range of 1,780 miles.
- b. Douglas A-20A - would require structural changes in bomb bay and removal of bomb bay doors. Airplane would carry one Mk XIII Mod. I torpedo and would have range of 950 miles.
- d. Douglas KA-26 - Information available on design data of this airplane indicates that there will be space available in the bomb bay for 2 Mk. XIII Mod. I torpedoes (13 ft. 5 in. long by 22.42 in. dia.) and this airplane is being engineered to make it adaptable for carrying torpedoes, however, torpedo installation equipment was not included in the mock-up. Experimental test of this airplane will not be conducted for considerable time, therefore, no further data as to its adaptability can be given.
- e. The Boeing B-17B - has external 2,000 pound bomb racks which are adaptable to torpedo installations, however, it is the opinion that any large 4 engine (or larger) airplane should not be used for torpedo carrying due to its lack of maneuverability during low flying required for this type of work, and it would afford the enemy an excellent target to fire upon. Also it must be remembered that these airplanes are being developed primarily for high altitude flying, therefore, economically it is not advisable to use them for torpedo bombing.

C. Conclusions.

1. There are no Air Corps bombardment type airplanes at present that would be suitable for torpedo missions without extensive changes which would be in fact a redesign of the existing type.

1 Att.

Graph - Bomb Load vs Range.

Prepared by... ROBERT E. JARMON, Captain, A.C.
(Name)

Concurrence:

Approved by... F. G. VOLTS, Major, Air Corps...
Chief, Armament Laboratory.

.....
.....

Approved by... F. O. CARROLL, Lt. Colonel, A.C.
Chief, Experimental Engineering
Section

Distribution:

Ch., Mat. Div., OCAG., (2)
Ch., Mat. Div., O.C.A.C., Wash. D.C.
(Att: Executive)

General Inspector Naval Aircraft
Ordnance Representative (2)
Central Files
Experimental Eng. Sect. (Exp. Bomb. Unit)

~~CONFIDENTIAL~~

DECLASSIFIED
DOO 013

8 Jan. & 25 June 1974

By ~~ATN/ASAC~~, Date ~~12/17/76~~

~~SECRET~~

PARAPHRASE
of a

~~SECRET~~

CABLEGRAM

Received at the War Department

12:42 PM

Sept. 12, 1941

From: M/A London, England
To: MILID

Sept. 12, 1941

No. 288

This message is for Arnold. With reference to your 39, the following information has been received, and when General Brett arrives will be delivered to him. It is reported by the Air Ministry that it appears unlikely that Martin 187, DB 7, and B 25 have sufficient range for flight across the South Atlantic. The British desire following on the assumption that the above types can make that flight; Entire lot of 700 B-25's allocated to the British be flown across the South Atlantic; approximately 25 per month of the Lockheed Hudsons be so flown starting Jan. 19, 1942; all Martins 187 available up to Mar. 19, 1942 be flown across; as arrangements are being made to ship all 150 they have allocated to the Middle East, no Boston DB Sevens to be flown.

Lee

Distribution: Deputy Chief of Staff for Air - Action copy
Record Section.

Copy for Gen. Arnold

*9/13/41. original to A-2 to note
and to Cof A. C. for action*

~~SECRET~~

Air 43452.1 Eng (58)

DECLASSIFIED
DOO 725

8 Jan. & 22 June 1974
By: AUC/US, JC, Date: 12/12/74

NOV 6 1941

~~CONFIDENTIAL~~

Air Marshall A. T. Harris
British Embassy
3100 Massachusetts Ave.
Washington, D. C.

Dear Air Marshall Harris:

I have your letter of October 29th in regard to releases of airplanes to Britain from U. S. Army Air Corps contracts. We have prepared a 'tentative' list of diversions for planning purposes. As we all know, the whole situation changes from day to day, and it is therefore quite impossible to make any fixed commitment for any extended period of time.

The 'tentative' plan provides for diversions from U. S. Army Air Corps and Defense Aid contracts to Britain, as indicated on the attached chart. I will keep you informed of any changes that may develop in this regard.

Very truly yours,

H. H. Arnold

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

Incl.
Chart

Dispatched
NOV 6 1941
AAG

~~CONFIDENTIAL~~

452.1 Eng. 57

452.1 Eng. 57

DECLASSIFIED
DOO 725

8 Jan. & 22 June 1974
By: AUC/US, JC, Date: 12/12/74

~~CONFIDENTIAL~~

TENTATIVE DIVERSION OF AIRPLANES TO BRITAIN

ARMY AIR CORPS AND DEFENSE AID CONTRACTS

		1941		1942						
		Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total
Heavy Bombers										
(D.A.)	B-17F							5	10	15
(Army)	B-24D	1	15	16	19	20	11	2	84	
Total										99
Light Bombers										
(D.A.)	A-29	57	80	93				25	60	230
(D.A.)	A-30								5	85
(D.A.)	A-31									5
Total										320
Pursuit										
(D.A.)	P-39D						150	150	150	450
(D.A.)	P-40E	94	143	295	199	189	164	73	1197	
(D.A.)	P-51							17	17	
Total										1624
Observation										
(D.A.)	O-56					1	1	5	12	19
(D.A.)	B-34									
(D.A.)	A-29		11	108	117	34				270
Total										289
TOTAL										2332

11-5-41

~~CONFIDENTIAL~~

RC 31 (RAF)

TELEPHONE HOBART 1340

BOX 772
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

ROYAL AIR FORCE DELEGATION
(BRITISH AIR COMMISSION)

YOUR REF:

OUR REF: A.21,225/41.

29th October, 1941.

Major General H.H. Arnold,
Chief of the Army Air Forces,
War Department,
Washington, D.C.

Dear *Arnold*

You will remember that I wrote to you on September 12th on the subject of releases to Britain from U.S. Army Air Corps contracts which might be expected in the near future. You replied on September 23rd that the subject was still under consideration.

I believe, on the authority of Colonel Aurand that a list has now been drawn up in the War Department setting out the program of such releases up to June, 1942.

When the question came up at the J.A.C. on October 20th, General Echols suggested that it should be referred to you and I shall therefore be grateful if you will agree to the release of this program to us. I know you realise how important it is for the Air Ministry to have the earliest possible information on this subject to enable them to adjust their own training and expansion programs to meet anticipated deliveries of U.S. aircraft.

Yours *em*

A. I. Harris

Air Marshal.

*Gen Echols
Have some one
prepare reply
[Signature]*

~~CONFIDENTIAL~~

MAJG 0/276

SEP 23 1941

Air Marshall A. T. Harris,
Royal Air Force Delegation,
British Air Commission,
Box 772, Benjamin Franklin Station,
Washington, D. C.

My dear Harris:

I refer to your letter of September 9, 1941, in which you suggest the diversion of P-47 airplanes from the United States Army Air Corps to the Royal Air Force for use in the Middle East.

Unfortunately, there has been a rather serious slippage in the P-47 production schedule and there is a considerable possibility of still further slippage due to the engine situation. As a result it will more than likely be May, 1942, before we have had sufficient technical experience with these airplanes to warrant sending them to the Middle East. As you know a combination of a new airplane, a new engine and a new supercharger is bound to have "teething" troubles which can only be developed and corrected as a result of actual day by day flight operations. Previous experience has amply demonstrated the great inadvisability of turning new airplanes to combat service in far theaters until these difficulties have been worked out.

1152.1
Eng 54

The situation is further complicated by the spares situation - spare engines and spares for the airplanes. While it is almost impossible to predict at this time just when the spares situation will be satisfactory, there is very little possibility of it being so prior to May, 1942.

All in all, the earliest date P-47's could be diverted for use in the Middle East is June, 1942. This is too far in the future to warrant a definite commitment on my part at this time.

Sincerely yours,

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

Dispatched
SEP 23 1941
AAG

~~CONFIDENTIAL~~

Our file 452/Eng 54

PARAPHRASE
(ACTION COPY)

CABLEGRAM

AG 452 (9-11-41)MS

SEPTEMBER 11, 1941

FROM LONDON

TO AGWAR

NO. 46 SEPTEMBER 11TH

PLAN IN SUBSTANCE FOLLOWING AGREED UPON BY LYON COQQ LINSSELL AND WHITTLE
 PURSUANT YOU AND OUR 38 PD (FIRST) AND QQ ENGINE FOR TEST WILL BE IMMEDIATELY SHIPPED
 PD IT IS PROBABLE THOUSAND POUNDS WILL BE KNOCKED DOWN INTO SMALLER CRATES FEASIBLE
 FOR HANDLING IN B34 USFC PD (SECOND) EVERY ROVER PRODUCTION DRAWING AVAILABLE COMMA
 SO MARKED AS TO INDICATE POSSIBLE CHANGES COMMA WILL BE OBTAINED FOR FORWARDING VIA
 FERRY COMMAND ABOUT 14 DAYS PD (THIRD) ONE ENGINE WITH A MECHANIC WILL ACCOMPANY
 ENGINE PD (FOURTH) DETAILED PARTS COMMA WEB PRODUCTION ENGINE ALSO WILL BE SENT
 WITH PRODUCTION DRAWINGS COLAN TOTAL WEIGHT OF SHIPMENT PROBABLY 400 POUNDS PD
 (FIFTH) PRODUCTION DRAWINGS COMPLETE FOR B1 IN ENGINE GLOSTER FIGHTER WILL BE
 SENT SHOULD YOU SO DESIRE PD A SINGLE ENGINE TEST AIRPLANE IS NOT AVAILABLE JUST
 NOW OWING TO PROGRAM FOR FLIGHT TEST COMMA SINCE AN ACCIDENT HERE TO SUCH AIRPLANE
 MIGHT DELAY PROGRAM VERY MUCH NOT ONLY IN US BUT HERE PD SHIPMENT OF A PROTOTYPE
 OF THE PRODUCTION ARTICLE TWO ENGINE FIGHTER COMPLETE WITH PRODUCTION ENGINE WILL BE
 AGREED UPON BY MINISTER COMMA TO BE AVAILABLE PROBABLY BY MAY PD (SIXTH) WHITTLE
 WITH TWO TO THREE ENGINEERS ADDITIONAL TO THE ENGINEER AND MECHANIC MENTIONED ABOVE
 TO ACCOMPANY ENGINE WILL GO TO U.S. AFTER THE PROJECT GETS UNDER WAY AND DETAILS OF
 DESIGN HAVE BEEN CLEARED UP IN ENGLAND PD (SEVENTH) REFERENCE RIGHTS OF PRODUCTION
 COLAN THE ANSWER UPON THIS DETAIL IS PLEDGED FOR AN EARLY DATE PD PLEASE ADVISE
 EARLIEST TIME FERRY COMMAND CAN PROVIDE FOR TRANSPORTING WHITTLE ENGINE WITH TWO
 ENGINEERS PD RECEIPT YOUR ONE SIXTY OF SEPTEMBER TENTH FOR ACKNOWLEDGEMENT.

452.1 Eng (53)

9/12/41. Ribbon & 2 copies given to my chillows

ROYCE

Am 452.1 Eng (53)

~~SECRET~~
SECRET

DECLASSIFIED
EOD 10/12/76
By: AAL/MS/AD/10/12/76

XXXXXXXX Hq., A.A.F.
CS/mec

September 4, 1941

AMERICAN EMBASSY
LONDON
ENGLAND

H52.1 Eng
53

..... FOR ROYCE FOR MOORE BRABAZON STOP AT CONFERENCE THIS DATE
DECISION REACHED TO PRODUCE WHITTLE ENGINE IN THIS COUNTRY STOP INITIAL
DESIGN PLANNED AROUND A TWO ENGINE INTERCEPTOR TYPE STOP U S AIR FORCES
DESIRE TO PROCEED WITH THIS PROJECT WITH GREATEST POSSIBLE SPEED AND FOR
THIS REASON IT IS REQUESTED THAT COMPLETE REPEAT COMPLETE DETAIL/PRODUCTION
AND MATERIAL SPECIFICATIONS WHITTLE ENGINE
DRAWINGS/BE FURNISHED TO US AT EARLIEST POSSIBLE DATE STOP REQUEST ALSO THAT
WE BE FURNISHED ONE COMPLETE ENGINE ALREADY BUILT AND ONE OF THE SINGLE ENGINE
AIRPLANES WHICH THIS OFFICE UNDERSTANDS CAN BE MADE AVAILABLE AND THAT BOTH
ENGINE AND AIRPLANE BE SHIPPED TO THIS COUNTRY AT THE EARLIEST POSSIBLE DATE
STOP IF POSSIBLE IT IS DESIRED THAT WHITTLE AND SUCH KEY ENGINEERING
PERSONNEL AS MAY BE SPARED BE SENT TO THIS COUNTRY TO EXPEDITE THE INITIATION
OF THIS PROJECT STOP DEFINITE AUTHORIZATION SHOULD BE FURNISHED TO THE U S
GOVERNMENT COVERING REPRODUCTION RIGHTS IN THIS COUNTRY STOP IN CONSIDERATION
EARLIEST POSSIBLE PRODUCTION AFFECTING BOTH BRITISH AND U S GOVERNMENTS
REQUEST IMMEDIATE CABLE REPLY AS TO WHEN ANSWERS AND ACTION TO ABOVE ITEMS
CAN BE EXPECTED STOP FURNISH COPY THIS CABLE TO LYONS END

ORIGINAL DELIVERED BY HAND BY CAPT. COOPER TO LT. LUSKIN - 9/4/41 - 6:30PM

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WD	A.insp.	Budget	Sta-tistics

[Handwritten signature]
SECRET

AAP-39

~~SECRET~~

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

Date 12/11

FROM: TO:

- ___ Chief, A-3 Division
- ___ Executive, A-3 Division
- ___ Air Defense Section
- ___ Org. & Equip. Section (cont)
- ___ 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
- ___ Sec'y Air Staff

FOR:

- ___ Information
- ___ Coordination
- ___ Comment
- ___ Necessary Action
- ___ File
- ___ Note and Return
- ___ Prepare Reply
- ___ Primary Interest
- ___ Recommendations

REMARKS:

*Please initial on
RJR*

A-3 Division
AIR STAFF

AAP-341

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General
Washington, D.C.

Date 11/28/41

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

WNA
M. W. DICK,
Lt. Col., A.G.O.
Air Adjutant General.

A.A.F-10-A.

452-1 Eng. (52)

WAR DEPARTMENT
OFFICE OF THE CHIEF, MATERIEL DIVISION
AIR CORPS
WASHINGTON, D. C.

Date 1/28

TO:

- Executive, O. C. A. C.
- Administrative Division
- Aeronautical Board
- Air Corps Ferrying Command
- Buildings and Grounds Division
- Civilian Personnel Division
- Fiscal Division
- Inspection Division
- Intelligence Division
- Legal Division
- Medical Division
- Military Personnel Division
- Plans Division
- Training and Operations Division
- Central Files

MATERIEL DIVISION, O. C. A. C.

- Chief
- Assistant
 - Facilities Section
 - Maintenance Section
 - Personnel Section
 - Statistical Section
- Executive
- Asst. Executive
- Barrage Balloon Section
- Contracts Section
- Defense Aid Section
- Engineering Section
 - Armament Branch
 - Exp. Eng. Branch
 - Power Plant Branch
 - Prod. Eng. Branch
 - Radio Liaison Branch

FOR:

- Coordination
- Remarks and Recommendation
- Necessary Action
- Notation and Return
- Notation and File
- Preparation of Reply
- Signature

[Handwritten Signature]
 Major, Air Corps
 Assistant Executive

~~CONFIDENTIAL~~
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: Letter by 1st Lt. Lewis B. Merg, A. C., on Operational Problems in Africa.
Comments on P-40's included - April, 1941.

NO.	FROM	TO	DATE	DATA
1.	Ch. A.S.	Ch. A. C.	1941 9/9	<p style="text-align: right;">AAP/A-4 JJQ/mhh</p> <p>1. For comments pertaining to the attached report.</p> <p style="text-align: right;">C. S. Chief, Air Staff</p>
1 Incl. - Mim. Conf. ltr. by Merg, A. C.		1st Lt. Lewis B. Merg, A. C.		
2.	Ch. of Air Corps	Matériel Division	1941 9/10	<p>1. For comments requested.</p> <p style="text-align: right;">M. S. F. Executive</p>
Incl - N/C				
3.	Matériel Division (4-B-1)	Chief, Air Corps	1941 10-1	<p>1. The subject of gun installation in airplane wings has been given considerable thought and every effort has been made to obtain the most satisfactory gun installation possible according to the size of the wing and other limiting factors. The disadvantage of the gun protruding beyond the wing as regards sand, rain, snow, etc., are fully understood, but in many cases it is impossible to install the guns completely in the wings due to available space.</p> <p>2. In an effort to standardize the air filter installation on airplanes intended for British and American use, requirements are being set up whereby it will be possible to install either the cloth type "British Vokes" or the Air Corps approved oil metallic type filter units in each airplane. Airplane manufacturers have been requested by Wright Field to submit design drawings for the above changes.</p> <p style="text-align: right;">Chief, Matériel Division.</p>
				Incl. - n/

~~CONFIDENTIAL~~

W-4884, 40
10-215-452-1 Cont. (52)

1941
15-925
A9-10(7-8)

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. 1378

Tally No. AAF/

Subject: Letter by 1st Lt. Lewis B. Merg, A. C., on Operational Problems in Africa.
Comments on P-40's included - April, 1941.

NO.	FROM	TO	DATE	COMMENTS
4.	C/AC	AAF C/AS	1941 10/2	1. Inviting attention to Number 3. BOM M. S. F.
	AAF C/AS	C/AC	10/14	1. The performance of overseas reports from overseas indicates that pursuit aircraft guns fold up and fail to function in sandy areas unless they are protected. 2. It is desired that some method be devised to avoid this condition. 3. It is desired that a report of the action taken and the results secured be submitted November 16, 1941. Incl: <i>SFC</i>
6.	Materiel Division (4-E-1)	AAF C/AS	1941 11/27	1. With reference to Paragraph 3 of the above the following information is provided. a. Rubber Barrel Jacket: Rubber barrel covers are being procured for use on all airplanes carrying guns which have a portion of the barrel protruding outside of the skin of the airplanes and which do not have other provisions for protection of the muzzle and jacket bearing. Technical Orders are being prepared for issue in connection with installation and use of the cover. b. Paper Tape Covers: Paper tape of suitable mechanical characteristics has been developed for

RECEIVED
OCT 20 1941
ASSIGNED
TO FILE

(Do not use reverse side)
CONFIDENTIAL

W-4091.1C

~~CONFIDENTIAL~~
OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

(To be filed with correspondence)

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

SUBJECT: Letter by 1st Lt. Lewis B. Merg, A.C., on Operational Problems in Africa.
Comments on P-40's included - April, 1941

NO.	FROM	TO	DATE	DATA
6.		Continued		<p>for application over case ejection openings and blast tube openings. This tape has an adhesive material on one side and is strong enough to withstand the air pressure encountered in flight, but has sufficiently low tearing strength that it will be pierced by a case being ejected by hand charging. While this tape functions satisfactorily for use in caliber .50 gun installation, difficulty is encountered in obtaining a tape of the above characteristics which may be punctured by much lighter caliber .30 cases and rounds. This has resulted in no provisions being made at present for covering the ejection openings on caliber .30 gun installations. However, work is being carried on in close cooperation with the Minnesota Mine and Manufacturing Company to obtain a suitable tape for the .30 caliber gun. In view of the fact that after a firing mission this tape is broken and dirt and sand, etc. are allowed to enter on landing initiation of a development program for automatic mechanically operated ejection doors which will operate from the firing key, has been started.</p> <p style="margin-left: 40px;">c. <u>Muzzle Caps:</u> On the P-47B airplane only the entire barrel jacket is covered by a metal tube with provisions in the muzzle for the inserting of a paper disc of a milk bottle cap variety.</p> <p style="margin-left: 40px;">d. <u>20 mm Cannon:</u> Because of the recent adoption of this gun and the general unfamiliarity of the newly standardized high explosive ammunition it is not considered safe using any cover over the muzzle of this weapon during firing. However, the same tape that is used for the caliber .50 guns is being used to cover the case ejection openings.</p> <p style="margin-left: 40px;">e. The above mentioned tape may be expected to reach service around the first of January. No definite date can be made for the issuance of the</p>

~~CONFIDENTIAL~~
CONFIDENTIAL

(Do not use reverse side)

W-4091, AC

~~CONFIDENTIAL~~
OFFICE OF THE CHIEF OF THE AIR CORP.
ROUTING AND RECORD SHEET

(To be filled with correspondence)

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

SUBJECT: Letter by 1st Lt. Lewis B. Merg, A.C., on Operational Problems in Africa.
Comments on P-40's included - April, 1941

452.1 Eng/Ind 52

NO.	FROM	TO	DATE	DATA
6.		Continued		of the rubber covers. 3. Provisions for dust proofing of the turret ring and gun slots on gun turrets now installed in airplanes is not considered practicable. Specifications and instructions covering turrets installed on future airplanes require that adequate dust proofing and sealing be provided. <div style="text-align: right;"> <i>TWO</i> O.P.E. Chief, Materiel Division </div> Incl. n/c
7	AAF A-4	AAF A-3	1941 12/10	<div style="text-align: right;">AAF/A-4 JFW/cmd</div> 1. For information (and initial.) Incl: Mimec ltr by Lt.Merg. <div style="text-align: right;"> EPS <i>C/A-4</i> </div>
		<i>Q.P.</i> <i>A-3's initial</i>		No further action in <div style="text-align: right;"> <i>JMM</i> <i>F.Y.M.</i> </div>

(Do not use reverse side)

~~CONFIDENTIAL~~

F-4071.4C

~~CONFIDENTIAL~~

RECEIPT FOR NON-REGISTERED DOCUMENTS

DECLASSIFIED
100
By ACW/AC 10/12/76

RELAY

DATE Sept. 5, 1941

FROM: **A-4,
Air S. aff**

TO: Chief of the Air Corps. (Intelligence Division)

1. Receipt is acknowledged of the following non-registered confidential documents:

Letter by 1st Lieut. Lewis B. Merg, A.C., on Operational Problems in Africa. Comments on P-40's included - April, 1941. Copy #22.

- 1. FOR YOUR INFORMATION AND FILES.
- 2. TO NOTE AND RETURN TO CURRENT UNIT,
Air Intelligence Section,
Intelligence Division, CCAC.

NOTE: The above documents need not be reported as required by AR 380-5 in the case of registered documents.

~~CONFIDENTIAL~~

W-4959, AC

477
24970
25825 24910

~~CONFIDENTIAL~~

DECLASSIFIED

EO 13526

6 Dec 20 1994

AW/AL Dec 20 1994

(Rec'd - 8/7/41)

LETTER BY 1st LIEUT. LEWIS B. MORG, A. C.,
ON OPERATIONAL PROBLEMS IN AFRICA.
COMMENTS ON P-40's INCLUDED.

(COPY)

April, 1941.

"Authority has not been obtained by
the Chief of the Air Corps for further

Dear Sir: reproduction of this report."

I imagine these notes I'll send on to you will have to be in longhand. You probably know whether these things have been reported before and can pick anything out that seems new.

The first thing is the guns. As you probably know, ours stick out of the wing a grand ways and thus pick up every type of dust and sand in the desert. I believe that, and everyone I've talked to says they should be put back in the wing, and in that way the gun holes in the wing may be covered with a light patch and left covered all the time. When fired, the bullets of course come right through the patch. This patch not only covers the guns from sand, but rain and snow also, and make it possible to tell from immediate inspection on landing whether the guns have been fired and also tells which guns jammed and didn't fire. Flying in this dust in the desert, I imagine that our guns will get sand in the barrel and when they start shooting it will really wear the barrels.

I hear they have started designing a cleaner for the carburetor run, that is the hole in front where the air is picked up the carburetor. I hear they are doing it in England. You might check and see if they are doing this in the States.

Also the door on the carburetor heat which opens up to let heat in the carburetor (used in cold weather) is just sort of hanging down on a hinge and when the engine is run up on the ground, they claim this tends to swing in and open, letting quantities of dust and sand into the carburetor inlet passage. A spring of some sort should be designed to keep it closed unless pressure is applied to it, or it should be permanently short if it is not needed. I imagine our engineers would know about that.

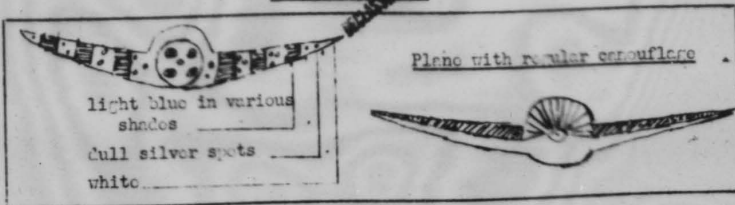
Talking to some of the men at the repair depot where they fix bullet holes, they think our planes should be fixed so that punctured gas tanks could be replaced by quicker and better means to get at the fuselage in the rear of the pilot to patch bullet holes.

They also (on ships used for ground strafing) put sort of an irregular vertical zebra stripe camouflage on the front edge of the wing. This is composed of white, light blue and a little bit of dull silver. They say this tends to break up and diffuse the leading edge of the wing, making depth perception harder. The wing sort of blends with the sky.

677
C1770910
C4
1941

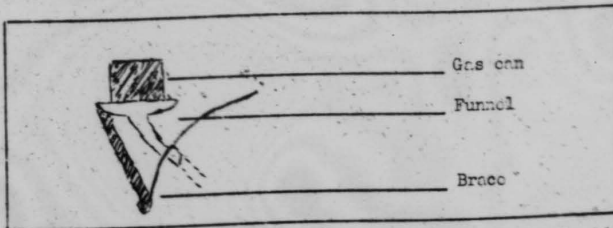
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~



While travelling and ferrying over large expanses of jungle when not fighting on land, they paint the top of the ships fuselage and horizontal stabilizer white so in case of forced landing the ship may be spotted from the air. This paint is of some washable type that is easy to remove.

They have also designed a large funnel for servicing the auxiliary tank. They found out that while servicing at places where they had no available trucks and had to use hands that it was quite a job to fill the auxiliary tanks so they designed a square funnel which fits the gas tank. This funnel is large enough so they can just place a five gallon can on it and leave it there till it is empty. The funnel has leg-like braces attached to it so that it is supported by the side of the fuselage.



I think we could design better, but the idea is good.

These being the first reports, I imagine there is quite a bit wrong in form, manner and detail. I had no time at Washington to receive instructions, so your criticisms and suggestions will really be appreciated. Hoping to get in and have a talk with you in several weeks.

"Authority has not been obtained by the Chief of the Air Corps for further reproduction of this report."

Louis B. Mery,
 1st Lt., A. C.

~~CONFIDENTIAL~~

DECLASSIFIED
DATE 02/28/2001
BY ALB/ST/ML/CP/12/70

Letter by 1st Lt. Lewis B. Merg, A. C., on Operational Problems in Africa.
Comments on P-40's included - April, 1941.

AM 4521
1.5.51

5 AAF
 C/AS C/AC 10/14

AAF/A
MPS/

1. The preponderance of evidence received from overseas indicates that pursuit aircraft guns ~~would~~ ^{would} up and fail to function in sandy areas unless they are protected.
2. It is desired that some method be devised to avoid this condition.
3. It is desired that a report of the action taken and the results secured be submitted November 15, 1941.

Incl:
Mimeo conf ltr by 1st Lt.
LB Merg, A.C.

CS
C/AS

~~SECRET~~

Central Files Complete ~~CONFIDENTIAL~~

Copy for A. A. G.
air 204524 England (52)

DECLASSIFIED

DDI 115

8 Jan. 6 00 June 4 1974

By ALM/jms, J.C. Date 10/2/74

~~SECRET~~
DECLASSIFIED

SEP 10 1941

REMARKS FOR: The Adjutant General

SUBJECT: TRANSMISSION of Cablesgram

It is requested that the attached ~~SECRET~~ cablegram, paraphrased below, be transmitted to Military Attache, London, England.

"Our Report reference your HQ. Chief of Aircraft Laboratory states Major Donald J. Kohn, now in England as technical observer on engines, is better informed on pressure cabins. Interview with Kohn suggested by Chief Material Division."

452.1 Eng 52

For the Chief of the Army Air Forces:

WILLIAM W. DICK
Lt. Col., A.G.D.
Air Adjutant General

1 Incl.
Cable
A.G.157

Classified
SE. 10 1941
ANG

~~SECRET~~
DECLASSIFIED

Orig 452.1 Eng 52

HENRY HARLEY ARNOLD

Box 124 Folder 5

MILITARY

DECIMAL

SAS 450 1 England
(111-155)

DECLASSIFIED
DOD
10/12/76
JCS Memo
EO 12065
State Dept

DECLASSIFIED

AAP/A-3
GM C-ds

Exon 4, 2000-004
By: A.A.G. on 08/10/17

(Air AG)

written 1/31/42
AG 27c

FEB 5 1942

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS:

Subject: Release of 24 DB-7 Airplanes.

RECEIVED
OFFICE OF THE
CHIEF OF THE
ARMY AIR FORCES
DATE: INITIALS:

1. The Commanding General, Air Force Combat Command, has been directed to release 24 DB-7 airplanes for assignment to the 15th Bombardment Squadron (Light). These airplanes are to be prepared for overseas shipment in connection with the Tubbilite project.
2. It is directed that you make the necessary assignment and preparation of the above airplanes for overseas shipment to Heston, England. Shipping instructions will be furnished by A-4.
3. This confirms instructions transmitted by telephone to the Air Service Command, Office, Chief of the Air Corps.

By Command of Lieutenant General ARNOLD:

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

452.1 England (55) 8

Deep
FEB 5 1942
AAT

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Sta-Finica
	WJF				W					

AAP-39

an 2045 2.1 England (55) B

DECLASSIFIED
 DATE 11/19/01
 BY 60322/UC/BAW/STP

AAF/A-3
 GMcC-ds

(Air AG)
 CC 90

FEB 5 1942
 written 2/2/42

SUBJECT: Release of 24 DB-7 Airplanes.

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

RECEIVED

1. It is directed that you release to the Chief of Air Corps 24 DB-7 airplanes from units under your control.
2. The above airplanes are desired immediately for preparation for overseas shipment in connection with the Turbinlite Project.
3. This confirms instructions transmitted by telephone to G-3, Air Force Combat Command.

453.1 England (55)

By Command of Lieutenant General ARNOLD:

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

FEB 5 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
	WST				See					

AAF-39

~~SECRET~~

an 45452/England - 20

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

Date Feb. 2, 1942

TO:

- Chief of the Army Air Forces *JMP*
- 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

The C. G. does wish
one copy for his book &
one copy for the Chief
of Air Staff.
Total of 2 copies.

N.W.D.

AAF-110

~~SECRET~~

DECLASSIFIED
E.O. 13526
DATE 20 June 1978
BY *AW/CL* (S) Date *01/07/78*

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

JAN 30 1942

MEMORANDUM FOR: Chief of Army Air Forces
SUBJECT: Weekly Report from R.A.F.

1. The attached report is rendered weekly by the R. A. F. Please advise if you are interested in having a copy of it hereafter.

For the Chief of the Air Staff:

Martin F. Scanlon
MARTIN F. SCANLON
Brigadier General, U. S. Army
Assistant Chief of the Air Staff, A-3

1 Incl:
Report from R.A.F.
on aircraft activities.

JAN 31 1942
AAS RECEIVED

*45-21 Army General Staff
Noted by
Gen. Arnold
4/22/42
10-10-42
- 5/10/42
2/2/42*

~~SECRET~~

*A-3/4 British
Am 20 452.1 England
A-6/17* (154)

DECLASSIFIED

MEMORANDUM FOR: Chief of Army Air Forces
SUBJECT: Weekly Report from R.A.F.

1. The attached report is rendered weekly by the
R. A. F. Please advise if you are interested in having a
copy of it hereafter.

For the Chief of the Air Staff:

MARTIN F. SCANLON
Brigadier General, U. S. Army
Assistant Chief of the Air Staff, A-2

1 Incl:
Report from R.A.F.
on aircraft activities.

JAN 31 1942

*copy mentioned
in letter is in
A-2 war file
LPO*

DECLASSIFIED

*in 284521 Eng Land (157)
4-2-18*

DECLASSIFIED
DDC 100

SECRET

AAF/A-2
LPO/mb

Wtn 1/29/42

JAN 30 1942

MEMORANDUM FOR: Chief of Army Air Forces

SUBJECT: Weekly Report from R.A.F.

1. The attached report is rendered weekly by the R. A. F. Please advise if you are interested in having a copy of it hereafter.

For the Chief of the Air Staff:

MARTIN F. SCARLON
Brigadier General, U. S. Army
Assistant Chief of the Air Staff, A-2

1 Incl:
Report from R.A.F.
on aircraft activities.

452.1 England (154)

FEB 4 1942
AAG

HEADQUARTERS—ARMY AIR FORCES—COORDINATION									
CHIEF	ASST. CHIEF	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Ins	ADJUTANT
				LPO LPO/mb	SECRET				

AAF 20

452.1 England (154)

COPY

~~SECRET~~
CONFIDENTIALActivities of U.S. aircraft operating with the R.A.F.
for week ending 26th January, 1942.

DECLASSIFIED

JCS Memo

9 Jan 1975

By: ALC; Date: 1/17/751. BRITISH ISLES.

Havecs made 17 night interception sorties and Havecs also bombed Lille Herde, Laon and Abbeville aerodromes.

Hudsons carried out 87 sorties; Catalinas 9 and Liberators 3.

2. MIDDLE EAST.

Of two Fortresses sent to attack a large Italian convey, one obtained near misses on a battleship and merchant vessel. Tomahawks carried out a number of sweeps and bomber escorts, during which one Me. 110 was destroyed, one Ju. 88 probably destroyed and one Me. 109 damaged.

Kittyhawks were employed in the defence of our forward troops and destroyed two G.50's and one Ju. 87 and damaged two G150's, four Me. 110's and one Me. 109. Two Kittyhawks are missing.

3. INDIA COMMAND.

Buffaloes and AVG Tomahawks operating in defence against heavy enemy attacks on Rangoon destroyed three bombers and nine fighters, probably destroyed two bombers and 10 fighters and damaged many others.

Enemy bombers were forced to jettison their bombs harmlessly. One Tomahawk and one Buffalo were lost. In other operations AVG Tomahawks destroyed two enemy aircraft while two Buffaloes and one Tomahawk were lost.

4. FAR EAST.

S.E.I. Buffaloes and Glenn Martins attacked shipping in the Muar River and motor transport in the Muar area. One Japanese Navy type 96 was destroyed, two Navy 96, one Navy O, 1 Ju. 87 were probably destroyed and one Navy 96 damaged. Three Glenn Martins were lost but three of the personnel are safe, and four Buffaloes are missing. Kuantan aerodrome was successfully bombed by Hudsons. Buffaloes destroyed one Navy O fighter during offensive sweeps and two Buffaloes are missing. Buffaloes operating jointly with Hurricanes in the defence of Singapore, destroyed two fighters, 10 bombers, probably destroyed 3 bombers and damaged at least 12 other enemy aircraft. Four Buffaloes were lost; one pilot safe.

26.1.42.

DECLASSIFIED

A-2/18

DECLASSIFIED
 DATE 12/14/2010
 BY A.D.K. [signature]

~~CONFIDENTIAL~~

air/a-3
 TUI-16

written 2/6/42

FEB 11 1942

Air Marshal D. C. S. Eville,
 Royal Air Force Delegation,
 British Embassy Annex,
 Box 772 Benjamin Franklin Station,
 Washington, D. C.

Dear Eville:--

This will reply to your letter of January 29th, requesting that as many as possible of the Liberator II's (LB-30's) which were taken from British Contract F-677, be released in place of B-17's allocated to Britain from U.S. Army Air Corps contracts.

The Air Staff has made a study of this situation and recommends that our allocations and return of LB-30's be made in accordance with a plan which is presented below in comparison with existing allocations. This plan would give back to Britain 30 LB-30's and would allocate 30 less B-17's to Britain, but would not reduce the total number of heavy bomber airplanes to Britain in any one month period.

	Existing Allocations per agreement with Air Chief Marshal		Proposed Plan		
	Portal		B-17E	B-24D	LB-30
	B-17E	B-24D			
January	15	-	15	-	-
February	15	32	15	32	-
March	-	20	-	-	20
April	-	20	-	10	10
May	20	20	-	40	-
June	25	20	15	30	-
July	9	10	9	10	-

If the proposed plan meets with your approval, please let us know without delay in order that arrangements may be made to place the proposed plan into effect.

HEADQUARTERS		ARMY AIR FORCES				COORDINATION				
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Sta-tistics
[signature]					44		M. H. ARHOLD			
							Lt. General, U.S. Army,			
							Chief of the Army Air Forces			

AAF-39

air/a3 022-1 England (152)

452-1 England (152)

~~CONFIDENTIAL~~

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DD FORM 1

1 July 1973

FORM 1-73

Memorandum for Record: The net effect on the US under this plan is to receive 30 B-17E's for 30 LB-30's, without reducing receipts of heavy bombers in any one month. The other 45 LB-30's diverted to the US from the British have already been equipped with U.S. GFE at considerable expense. Some of these have installations of ASV-10 and ASV Mk II. The B-17 will not accomodate ASV-10 equipment without major structural alteration which results in interference with the bomb bay.

~~CONFIDENTIAL~~

ARC 21 (RAF)

TELEPHONE HOBART 1840

Box 772
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

ROYAL AIR FORCE DELEGATION
(BRITISH AIR COMMISSION)

British Embassy Annex.

YOUR REF: British SECRET
OUR REF: U.S. CONFIDENTIAL

131/4
to repl
see d's
sig

DECLASSIFIED
JCS Memo
2 Jan. 1975
By abn LC; Date 10/12/76

29th January, 1942.

Dear *Arnold*

You will remember that when it was found necessary on the outbreak of war for the United States to take over 75 Liberator II's off British Contract F.677, I asked that as many as possible of these aircraft might be eventually released in place of B.17E's off U.S.A.A.C. contracts allocated to Britain.

This exchange would be to our mutual advantage since the Liberators are engineered to take British, and the Fortresses U.S. equipment. The release of the former would thus enable them to operate against the enemy without any avoidable delay. I understand that Colonel Meyers has informed Air Commodore Betts that he will ascertain the number of these Liberators remaining in this country and would himself be prepared to fall in with this request as far as possible. General Echols, however, when consulted by Air Commodore Betts and Mr. Fairey disclaimed authority in the matter and suggested that reference should be made to you.

I hope that you may feel disposed to settle the question yourself but if not, I suggest that it might be dealt with by the new Combined Munitions Allocation Board. Perhaps you will let me have your views on the matter in due course.

Lieutenant General H.H. Arnold,
Chief of the Army Air Corps,
U.S. War Department,
WASHINGTON, D.C.

y 2 am
A.I. Harris
MA

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air 28 452.1 England (152) *131/4*

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AAF/A-3
TAL/3E

DECLASSIFIED
E.O. 11652, Sec. 2.402
RDB Directive 8000.10, June 18, 1979
Date 10/12/76

January 21, 1942

MEMORANDUM TO THE AIR ADJUTANT GENERAL:

Subject: Difficulties Encountered with B-17E's at Substratosphere Levels.

It is requested that a secret letter, substantially as follows, be sent airmail to General Chaney, Special Military Observer, London:

1. With reference to your secret cablegram No. 303 dated December 24, 1941, regarding this subject, the Office of the Chief of the Air Corps has commented as follows:

a. The unreliability of instruments at the extremes of pressure and temperature encountered is appreciated by the Assistant for Procurement Services and the contractors. At the recommendation of this Division, contractors are attempting to locate instrument transmitters in engine accessory compartments and other areas where they may be kept reasonably warm in order to avoid instrument failure by freezing of the transmitter units. The indicators are located in cabins and do not usually fail from freezing. The unreliability of electrically operated instruments resulting from the effects of extremely low pressures is a function of the instrument design itself and instrument makers are investigating this problem with a view to incorporating the necessary design changes in the instrument to operate satisfactorily at these low pressures. Now electrical instruments are pressure sealed and kept as warm as possible to avoid freezing.

b. Flare dampen exhausts. A study is being made at the Division of all possible methods of eliminating the glare at night of exhaust stacks, turbo superchargers and the exhaust discharge for all airplanes which could possibly be used for night operation. All airplane manufacturers producing bombardment type airplanes have been requested to develop equipment suitable for use on airplanes now being delivered. The following tentative requirements have been

HEADQUARTERS				ARMY AIR FORCES				COORDINATION			
Chief of Staff	Secy of Staff	AAG	A 1	A 2	A 3	A 4	A WFD	A Insp	Edgc	S a	DOR

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AAF/A-3
TAL/3E

set up for glare elimination equipment: The exhaust system shall be so arranged that no light can be visually observed at night from a distance of 50 yards. In event that the additional exhaust equipment materially affects the performance of the airplane, it is required that this equipment be made quickly detachable for daytime operation. Preliminary tests of the revised exhaust system on the A-20A airplane indicate this system will satisfactorily meet these requirements. Steps are being taken to incorporate the revised exhaust system on all airplanes of this series."

FOR THE CHIEF OF THE ARMY AIR FORCES

WM. W. DICK
Lt. Col., A.G.D.
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 11. sp.	Badge	S =
					<i>Wm</i>					

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AAF 19
air 204521 England (51)

~~SECRET~~

AAF/A-3
TAL/Js

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LSD 89
BY AAD/UC

January 28, 1942

SUBJECT: Difficulties Encountered with B-17's at Substratosphere Levels.

TO: Major General James E. Chaney, Special Army Observer, American Embassy, London, England.

With reference to your secret cablegram No. 303 dated December 24, 1941, regarding this subject, the Office of the Chief of the Air Corps has commented as follows:

1. The unreliability of instruments at the extremes of pressure and temperature encountered is appreciated by the Assistant for Procurement Services and the contractors. At the recommendation of this Division, contractors are attempting to locate instrument transmitters in engine accessory compartments and other areas where they may be kept reasonably warm in order to avoid instrument failure by freezing of the transmitter units. The indicators are located in cabins and do not usually fail from freezing. The unreliability of electrically operated instruments resulting from the effects of extremely low pressures is a function of the instrument design itself and instrument makers are investigating this problem with a view to incorporating the necessary design changes in the instrument to operate satisfactorily at these low pressures. Now electrical instruments are pressure sealed and kept as warm as possible to avoid freezing.

2. Flare dampen exhausts. A study is being made at the Division of all possible methods of eliminating the glare at night of exhaust stacks, turbo superchargers and the exhaust discharge for all airplanes which could possibly be used for night operation. All airplane manufacturers producing bombardment type airplanes have been requested to develop equipment suitable for use on airplanes now being delivered. The following tentative

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JAN 31 1942
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HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Inspr.	Budget	Scatistics	

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in ab 452.1 England (151)

452.1 England (151)

~~SECRET~~

requirements have been set up for glare elimination equipment: The exhaust system shall be so arranged that no light can be observed at night from a distance of 50 yards. In event that the additional exhaust equipment materially affects the performance of the airplane, it is required that this equipment be made quickly detachable for day time operation. Preliminary tests of the revised exhaust system on the A-20A airplane indicate this system will satisfactorily meet these requirements. Steps are being taken to incorporate the revised exhaust system on all airplanes of this series.

FOR THE CHIEF OF THE ARMY AIR FORCES

W. W. DICK
Col., A.C. 57
Adjutant General

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

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in ab 452.1 England (151)

~~CONFIDENTIAL~~

DECLASSIFIED
E.O. 13526
DATE 10/10/01 BY 1010/1010

JBC/rrb

(Air AG)
AC 2 2 4

January 27, 1942.

SUBJECT: Armament, P-39D Airplanes.

TO: The Chief of the Air Corps.

1. Attention is invited to attached R & R, (4-E-4) Mat. Div., December 30, 1941, and to MID report No. 45420, November 2, 1941, Subject: "The Airacobra in England."

2. A complete report is desired concerning the modifications recommended in the above report to equip the Airacobra as an operational fighter.

By command of Lieutenant General ARNOLD:

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

1 Incl.:
RAR, 12/30/41, w/1 incl.

452.1 England (149)

HEADQUARTERS		ARMY AIR FORCES				COORDINATION				
Chief of Staff	Sec y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A insp	Budget	Sta t. STALS
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DECLASSIFIED
 DOD 005
 1 Jan. & 20 June 1974
 BY: *MAJLK* AC, Date: *12/16*

HEADQUARTERS ARMY AIR FORCES
 ROUTING AND RECORD SHEET

DECLASSIFIED

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

File No.

Tally No. AAF.....

SUBJECT: Armament - P-39D Airplanes.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF/A-4	AAF/AAG	1942 1/20	<p style="text-align: right;">AAF/A-4 JFW/mwb</p> <p>1. It is requested that a directive, substantially as follows be sent to the Chief of the Air Corps:</p> <p style="margin-left: 40px;">"1. Attention is invited to foregoing also MID report No. 45420, Nov. 2, 1941, subject: "The Airacobra in England". A complete report is requested relative the recommended modifications to equip the Airacobra as an operational fighter, contained in reference report."</p> <p>Incl. Cy rpt., 12/17/41 frm Wright Fld. based on notes frm Maj. Bradley.</p> <p style="text-align: right;"><i>TJH/Jr.</i> TJH, Jr., C/A-4</p>

Hq. Army Air Forces
 JAN 20 1942
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CONFIDENTIAL

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

Page No. _____ *on 204521 England 149*

~~CONFIDENTIAL~~

DECLASSIFIED

DDO 705

87-10 & 20 (Rev. 10-29)

By *WJF* / *ACJ* / *1/17/42*

AAF/A-3
OSP-ds

written 1/19/42

JAN 22 1942

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

My dear Air Marshal Harris:

With reference to your letter of January 13, 1942,
the 24 DB-7 airplanes to be sent to the United Kingdom for
installation of Turbinlite will be Boston III's, as requested
by you.

Dispatched
JAN 22 1942
AAG

Sincerely,

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

*Return to Air A.G.O
Room 2013*

HEADQUARTERS		ARMY AIR FORCES				COORDINATION					
Chief of Staff	Sec'y of Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A insp	Budget	Sta	Statistics
	<i>WJF</i>				<i>WJF</i>	<i>MSM</i>					

~~CONFIDENTIAL~~

AAF 39
air 452 England (49)

A-3
Prepare
reply

~~BRITISH SECRET~~
~~U.S. CONFIDENTIAL~~

BRITISH EMBASSY ANNEX,
MASSACHUSETTS AVENUE,
WASHINGTON, D.C.
13th January, 1942.

DECLASSIFIED
JCS Memo
3 Jan. 1975
By SP1/MLC; Date 10/13/76

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

Dear *Arnold*

You will remember that you agreed with Portal to send 24 D.B.7's to the United Kingdom for installation of Turbinlite equipment. I have just received a signal from the Air Ministry to say that this installation will be greatly facilitated if the aircraft are our Boston ~~III~~ type as the conversion already in hand will then be applicable.

I hope you will be able to make the necessary arrangements to meet this request in order to reduce to the minimum the time which must elapse before the aircraft become operational.

Yours

A. T. Harvey

~~CONFIDENTIAL~~

CONFIDENTIAL

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DECLASSIFIED
 DD Form 138
 1 Jan 60 (Rev. 10-1-58)
 By AL/14 Date 10/1/01

JBC:lg
 (Air AG)

A C 122

January 15, 1942

SUBJECT: B-17E's and B-25's for British.

TO: Chief of the Air Corps.

1. It is directed that the first 2 B-17E's and the first 2 B-25B's from British allocations for January be sent to England as soon as possible.
2. This confirms instructions issued by telephone to the Air Service Command.

By command of Lieutenant General ARNOLD:

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

Dispatched
 JAN 16 1942
 AAG

HEADQUARTERS			ARMY AIR FORCES				COORDINATION			
Chief of Staff	Secy of Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Secy of Staff
	✓	<i>JMC</i>			✓					

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RELEASED

DECLASSIFIED

000 hrs

By *huc/ke* on *10/14/20*

AAF/A-3
GMcC-ds

January 14, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: B-17E's and B-25's for British.

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

1. It is desired that the first 2 B-17E's and the first 2 B-25B's from British allocations for January be sent to England as soon as possible.
2. This confirms instructions issued by telephone to the Air Service Command.

For the Chief of the Air Staff

EARL L. NAIDEN
Colonel, Air Corps

Assistant Chief of the Air Staff, A-3

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WFD	A-Insp.	Budget	Statistics	
					<i>W. G.</i> <i>9/21</i> <i>[Signature]</i>						

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AAF-39

See AAF 452.1 England 146

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DDI 113
6 Jan. & 20 June 1974
By: AAD/UM/AC, Date: 10/2/74

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. AAP

SUBJECT: B-17Es and B-25s for British.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	General Spaatz	1942 1/1	<p>In conversation with Portal this date, I told him that we would send him two B-17Es the early part of January. He also asked for two B-25s. I assured him that <u>we would give them to him as soon as we could get them over.</u></p> <p style="text-align: right;"><i>D.H.C.</i></p>
<i>2</i>	<i>S/AS</i>	<i>A-3</i>	<i>1/5</i>	<p><i>I checked this with Gen Arnold and he stated that there were ones on British prod and he wanted the first two of each turned over there.</i></p> <p style="text-align: right;"><i>AW</i></p>

DECLASSIFIED
DDO hrs.

By: *AD/AS* Date: *1944*

~~SECRET~~

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

January 14, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: B-17E's and B-25's for British.

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

1. It is ^{desired} that the first 2 B-17E's and the first 2 B-25B's from British allocations for January be sent to England as soon as possible.

2. This confirms instructions issued by telephone to the Air Service Command.

For the Chief of the Air Staff

Earl L. Naiden
EARL L. NAIDEN
Colonel, Air Corps

Assistant Chief of the Air Staff, A-3

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~~SECRET~~

air 452.1 England (196)

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SECRET

JBC/rfb
(Air AG)
AG 133

January 16, 1942.

SUBJECT: P-40E-1 Airplanes Destined for England.

TO: Chief of the Air Corps.

1. It is directed that the 33rd Pursuit Group and the 50th Pursuit Group, destined for England, be equipped with P-40E-1 airplanes as soon as possible. It is understood that these airplanes are to become available through increased production during the months of January and February.
2. These airplanes should not be crated since the units receiving them are new and will require the airplanes for training.
3. The above confirms instructions transmitted to Major Hefley by telephone.

By command of Lieutenant General ANSOLD:

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

NOV 17 1942
AAG

HEADQUARTERS			ARMY AIR FORCES				COORDINATION				
Chief of Staff	Secy Staff	AAG	A 1	A 2	A 3	A 4	A WFD	A Insp	Budget	Stk	status
	✓	JBC			✓						

AAP 39

SECRET

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DECLASSIFIED
GPO 1975
8 Jan. & 29 June 1974
By: *MAJ L. J. Davidson*

~~SECRET~~

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

January 14, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: P-40E-1 Airplanes Destined for England.

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

1. It is desired that the 33rd Pursuit Group and the 50th Pursuit Group, destined for England, be equipped with P-40E-1 airplanes as soon as possible. It is understood that these airplanes are to become available through increased production during the months of January and February.
2. These airplanes should not be crated since the units receiving them are new and will require the airplanes for training.
3. The above confirms instructions transmitted to Major Hefley by telephone.

For the Chief of the Air Staff

EH

Earl L. Naiden
for EARL L. NAIDEN
Colonel, Air Corps

Assistant Chief of the Air Staff, A-3

JAN 15 1942
AAG Received

~~SECRET~~

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DECLASSIFIED

SECRET

By *KML* on 08/09/2001

AAF/A-3
GMCC-ds

January 14, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: P-40E-1 Airplanes Destined for England.

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

1. It is desired that the 33rd Pursuit Group and the 50th Pursuit Group, destined for England, be equipped with P-40E-1 airplanes as soon as possible. It is understood that these airplanes are to become available through increased production during the months of January and February.
2. These airplanes should not be crated since the units receiving them are new and will require the airplanes for training.
3. The above confirms instructions transmitted to Major Hefley by telephone.

For the Chief of the Air Staff

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

HEADQUARTERS		ARMY AIR FORCES			COORDINATION						
Chief of Staff	Sec'y of 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 AIR COM

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8 Jan. & 20 June 1974
By: *ADIA* / *AC*, Date: *10/17/74*

ROUTING AND RECORD SHEET

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

File No. -----

Tally No. -----

Subject: Report on Bell Airacobra (P-400) in the United Kingdom.

NO.	FROM	TO	DATE	COMMENTS
1.	OCAC Asst. for Procurement Services (4-B-1)	1. C/AS 2. O/AAF JAN 10 1942 AAG received Incl: Rpt. dated 12-10-41.	1942 1-9	1. Attached, for your information, is a report prepared under date of December 10, 1941, regarding the tests on activities accomplished with the Bell Airacobra in the United Kingdom. <i>FPO</i> O. P. E. Assistant for Procurement Services.
2.	<i>gen. Counsel</i>	<i>act. / spz</i>		<i>W. E. P. O.</i>

air 4521 England 143

W. E. P. O.

(Do not use reverse side)

~~CONFIDENTIAL~~

1491. AC, Rev. 8/1/44
air 4521 Eng 143

~~CONFIDENTIAL~~ ~~SECRET~~

TECHNICAL COMMITTEE REPORT
SPECIAL OBSERVER
ON
ALLISON ENGINE SPARES

December 10, 1941.

1. PURPOSE:

To submit the story of the Bell Airacobra (P-400) in the United Kingdom, from the first to arrive up to the present time, and a comparison of it's performance with the two latest Spitfires.

2. FACTUAL DATA:

The first Airacobra, an American P-39c, arrived in England on July 3, 1941, and was flying by July 6th. Assembly was done by the Bell Company representatives.

a Assembly and Tests. The assembly of Airacobra airplanes since that date has been a distinct disappointment. The British Overseas Airways has the assembly contract. Only through numerous representations by the American Embassy has the assembly been expedited at all.

Initial tests by M.A.P. and the Air Ministry were completed in seven days, instead of two months, as a result of American Embassy pressure. Subsequently, however, neither the Air Ministry nor the Ministry of Aircraft Production, evidenced any convincing desire to place the aircraft in operational use.

The test pilots at R.A.F. Duxford who ran the tactical tests were enthusiastic about the plane's capabilities. However, the Air Ministry and M.A.P. technical experts dealing with modifications apparently did not share this enthusiasm and ordered a number of modifications, many of a seemingly trivial nature. These have been fully reported to the Chief of Air Corps from time to time.

Operational Requirements. The most serious defects included the following: Inadequate combat speed and climb performance above 18,000 feet, R.A.F. Fighter Command has set 22,000 feet as the maximum altitude at which a squadron of Airacobra fighters can operate effectively,

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fuel starvation, no automatic boost control, fumes in cockpit after firing the .50 caliber machine guns necessitating pilots' use of oxygen, wide compass inaccuracies after firing the .50 caliber machine guns, need for Perspex instead of glass in door windows, lack of flame dampeners, flame glare at night from the .50 caliber machine guns, poor inspection at Bell plant before shipment, resulting in missing and improperly fitting parts, weakness in landing gear nose wheel fork when used on non-runway air fields.

The following good points were readily acknowledged by the British: Speed, 362 miles per hour as compared with 370 for the Air Corps P-39D, climb, dive, and general combat performance up to 15,000 feet superior to that of the Spitfire, excellent fuel range, large quantity of ammunition carried, excellent performance of the Allison engine installed, superior carburation in combat, ease of maintenance, splendid manoeuvrability despite heavy wing loading (about 37lbs. per square foot) with full military equipment, superior visibility fore and aft, excellent aileron control at high speeds, beautiful construction of the aircraft as a whole, including design and equipment locations.

c Operations. Hurricane 601 Squadron received the first Airacobra as replacements about August 15. Training of pilot personnel had been completed prior to this.

First operational sorties were made October 8-12, attack on ground targets were made but no enemy aircraft were encountered. Since then no sorties have been ordered by Fighter Command. The reason for this is not apparent, because the pilots in 601 Squadron could not have been more enthusiastic and wished to have a go at the enemy.

The aircraft in 601 Squadron were the English version mounting 20 mm. cannon, .50 caliber and .30 caliber machine guns. No operational tests of the three American versions shipped here and mounting 37 mm. Cannon have been made to date, despite repeated requests from the American Embassy. In this connection, the 37 mm. cannon has been fired from the air at a target on but one occasion, and on the ground only against gun butts.

As a result no information is available as to R.A.F. operational experience with the 37 mm. cannon Airacobra.

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Date 11/17/76
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d Performance against latest Spitfires.

The attached performance curves are of the two latest Spitfires, the mark Vb which is the latest operational fighter and the pressure cabin Mark VII which has not been tested, consequently the curve for this fighter is an estimate.

The new modifications used on the Airacobra to produce a speed of 390 m.p.h. at 19,000 feet in the United States, are as follows:-

New Modifications

- 2 : 1 reduction gear
- 9.6: 1 Blower
- Booster fuel Pump
- Automatic Boost control.
- Additional servo tabs on the ailerons.

The above items are now in this country and tests will be run in the near future.

3. CONCLUSIONS:

The writer has been closely identified with all the foregoing, and reports the following conclusions:

- (1) In size, design, performance to 18,000 feet, and general suitability as a Fighter, the Bell Airacobra is superior to any other fighter aircraft now in operational use by either the British or the Germans.
- (2) Those R.A.F. pilots best qualified to judge are enthusiastic about the aircraft.
- (3) The R.A.F. Higher Command, for some unexplained reason, have never exhibited real enthusiasm for the aircraft.
- (4) Equipped with an engine of equal H.P. but with a critical altitude rating of 25,000 feet instead of 15,000 feet, it would be difficult to equal its fighting usefulness.

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DECLASSIFIED
E.O. 12065, Sec. 3-402
DOD Directive 5200.30, June 18, 1976
By *[initials]* J.C. Date: 10/2/76

1/15/76

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(5) Since the use of fighter aircraft against land and sea targets is becoming increasingly important in this theatre of operations, the 20 mm. cannon appears to be inadequate in striking force against such targets. The aircraft 37 mm., or the heavier anti-aircraft 37 mm., or the Vickers 40 mm. cannons would appear to be preferable for such use.

(6) Inasmuch as most fighter landing fields in the United Kingdom are without runways, the undercarriage on this aircraft appears to be on the light side.

(7) With the .50 caliber machine guns mounted in the fuselage, the compass is rendered useless after firing due probably to magnetism created by the firing of the guns indicating that this particular armament installation necessitates a remote reading compass.

(8) No serious mechanical or structural defects have developed.

(9) The Allison engine installed has given an exceptionally fine account of itself.

E. M. Powers

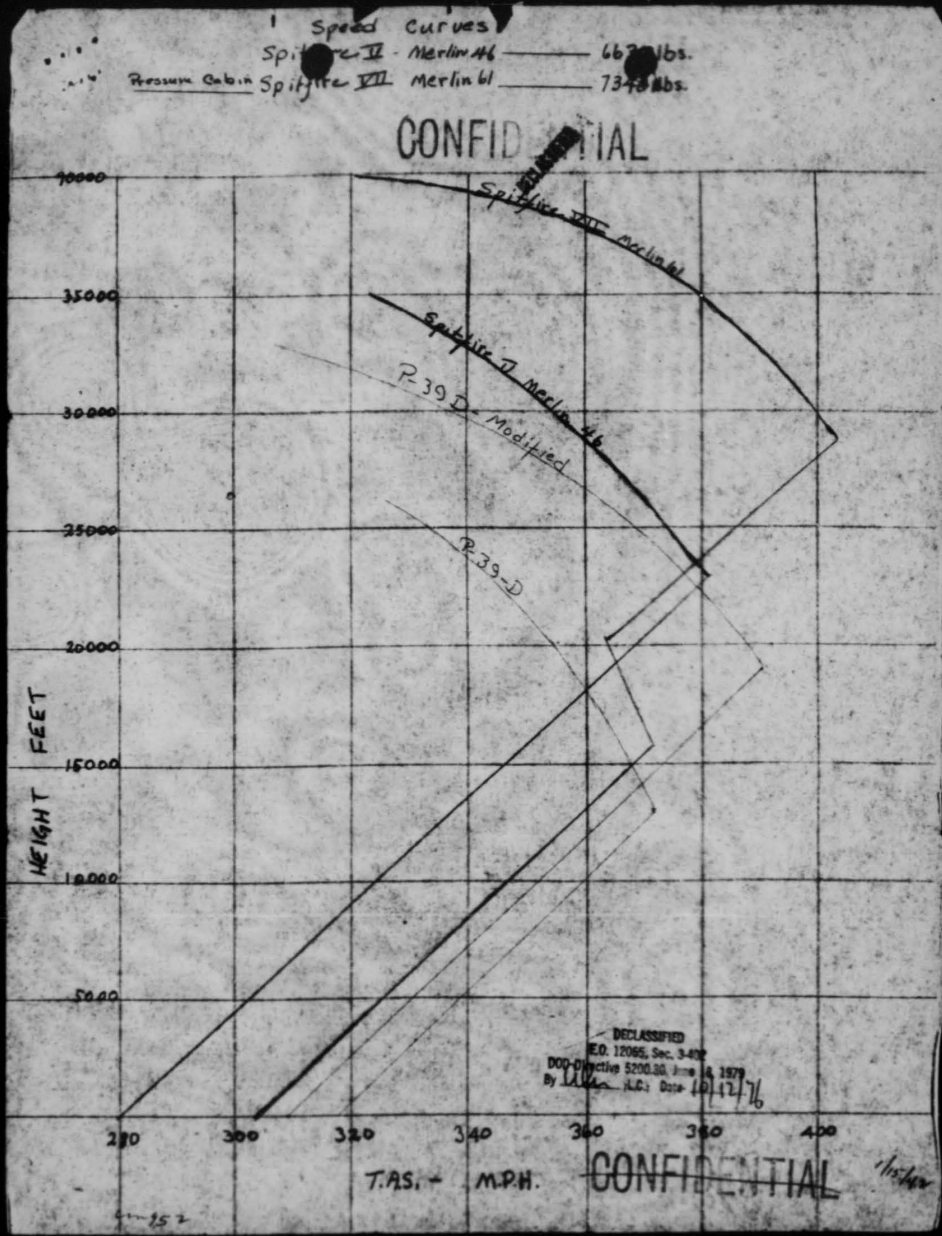
E. M. POWERS,
Lt. Colonel.,
U. S. Air Corps.

DECLASSIFIED
E.O. 12065, Sec. 3-402
DOD Directive 5200.30, June 18, 1976
By *[initials]* J.C. Date: 10/2/76

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1/15/76



DECLASSIFIED
 DOD 753
 8 Jan. & 20 June 1974
 By: *Kirk* (ACI) Date: *9/10/74*

~~SECRET~~

Directive No. 2-17

WAR DEPARTMENT
 HEADQUARTERS OF THE ARMY AIR FORCES
 Washington

January 6, 1942

DIRECTIVE MEMO FOR: A-3

Subject: Bombardment groups for England.

1. The two heavy bombardment groups set up for England will be accompanied by two pursuit groups with necessary associated services.

By direction of the Chief of the Air Staff.

G. E. Duncan,
 Lieut. Colonel, Air Corps,
 Secretary of the Air Staff.

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Secy of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WD	A. Insp.	Budget	Sta-tistical

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AMV/VT

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air AB 452.1 England (140)

~~CONFIDENTIAL~~

DECLASSIFIED
 DOD 753
 8 Jan. & 20 June 1974
 By: *RA/LL* (ACI) Date: *9/10/74*

AAF/A-3
 OSP-ds

written 1/12/42

January 14, 1942.

Air Marshal Roderic Hill,
 British Air Commission,
 Washington, D. C.

My dear Air Marshal:

With reference to your letter of January 3rd in which you ask that Lt. Vickers and Sgt. Moran accompany the Liberator II, with Cm. ASV installed, to the United Kingdom, our Ferrying Command feels that losing the services of these two men for such a long period would seriously hamper them at a time when the increasing demands of the South Atlantic route are requiring the use of all the pilots and enlisted personnel assigned.

I was pleased to hear that we were able to be of assistance to you in the conduct of your tests and regret that the personnel you ask for cannot be made available.

Sincerely

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

Dispatched
 JAN 14 1942
 AAG

JAN 12 1942

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Secy of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WD	A-Insp.	Budget	Sta-tistical
	<i>JR</i>				<i>W</i>					

AAF-39

~~CONFIDENTIAL~~

air AB 452.1 England (138)



U. S. CONFIDENTIAL
BRITISH SECRET

BRITISH AIR COMMISSION

1785 MASSACHUSETTS AVENUE
WASHINGTON, D. C.

TELEPHONE HOBART 9000

DECLASSIFIED
JCS Memo
3 Jan. 1975
By: [redacted] LC; Date: 10/2/76

REF QUOTE S18-25
REFERENCE NO. Se.59

January 3rd, 1942.

Dear General Spaatz,

B.24 (Liberator II) with Cm. ASV

Following our conversation last night, I am venturing to write to you about our B.24 with the Cm. ASV. Since December 7th we have received the greatest assistance from the U.S. Ferry Command in the experimental work with the equipment in this airplane. The Command have been good enough, not only to allocate a crew to fly the airplane, but have also carried out at Bolling Field a great deal of necessary work as recommended by their crew. Without this wholehearted and unstinted co-operation, the various troubles with landing gear and electrical auxiliaries must have held us up many weeks in our experimental programme. I need hardly say how warmly we have appreciated this help, which has enabled us to proceed to a point where the airplane with this equipment is now available for demonstration flights to any interested U.S. Army Officers. After this we wish to fly the airplane to England in order that its effectiveness as an operational unit and fighting weapon may be fully tested.

The Air Ministry and R.A.F. Coastal Command attach the greatest importance to these tests. In view of the very considerable experience of and skill in operating this airplane shown by the personnel of the U.S. Ferry Command, it would be, in my opinion, of great value if the men who have taken such a large part in the development could ferry the airplane to the U.K. and, if possible, remain with it, at least through the preliminary period of the service tests. I feel that in this way, discontinuity between the trials here and in U.K. would be avoided and I hope that the co-operation between your Officers and those of the R.A.F. Coastal Command at an operational station would be of use to both. Last, but not least, I suggest that it would be appropriate for a U.S.

Brigadier General Carl Spaatz,
Chief of Air Staff,
War Department,
WASHINGTON, D.C.

DECLASSIFIED

- 2 -

DECLASSIFIED

crew to deliver this American airplane, fitted as it is with the first operationally useful Cm. ASV ever constructed.

May I ask, therefore, if you would consider the possibility of sparing Lieutenant Vickers and Sergeant Moran who acted as First Pilot and Chief Crew of this airplane, to fly it to U.K. and introduce it to the R.A.F. Coastal Command. I suggest a period of about three weeks might be necessary to ensure that the Coastal Command Officers were made thoroughly au fait with American experience.

Yours sincerely,

Roderic Hill

RH:GH

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DECLASSIFIED
DOD 135

~~CONFIDENTIAL~~

8 Jan. & 30 June 1994
By AB/UC UC, DAW/ALB/SL

January 2, 1942.

Sir Charles Portal
Air Chief Marshal, K.C.B., D.E.O., M.C.
Chief of the Air Staff, British Embassy
Washington, D. C.

Dear Portal,

I have your letter of January 2, 1942, in regard to the allocation of aircraft production in the United States. In accordance with our agreement, I had Colonel Meyers meet with your representatives to establish the allocation of models. It is my understanding that your representatives and mine reviewed each type of airplane in the four categories namely, heavy bomber, medium bomber, light bomber, and pursuit; and were well in accord with the distribution with the few exceptions noted below.

Heavy Bombers: You asked for all B-24's but an agreement was reached to give you a preponderance of this model making an allocation of 314 B-24's and 275 B-17's and a total of 589. The monthly allocation conformed to our agreement.

Medium Bombers: Your representatives asked for all B-26 which of course Colonel Meyers could not agree to. He did try to satisfy the request for a preponderance of B-26 model in the few months during which period he agreed to the allocation of preponderance of B-26's; and in the aggregate, allocated a total of 479 B-26's and 390 B-25's. In addition, the 275 B-26's which were on British and Lend Lease orders were also allocated to you, making a total of 1744. The monthly allocations adhere to our agreement.

Light Bomber: There may have been some misunderstanding to nomenclature but it was not my understanding that I had any models from the aggregate production of light bombers allocated. Colonel Meyers reported to me that your representatives were disappointed in not receiving a greater allocation of B-25's. He accordingly revised the schedule to put in as many as possible and as a result, increased the allocation of Martins, Batts and Bostons in the first half of 1942 to 770 instead of 600.

4521 Campbell 137

To Mail & Record Room
TYPE
FILE
INDEX
EXECUTIVE
ADMINISTRATIVE
LEGAL
CIVILIAN PERS.
EXCLUDED
INSPECTION
RELATIONS
SECURITY
LEGAL
INTERNAL
MEDICAL
MILITARY PERS.
PLANS
TRAIN. & OPER.
W. COM. AERO BD.

(Col Meyers)

~~CONFIDENTIAL~~

CONFIDENTIAL

To: Sir Charles Portal

includes 139 Bostons. As you realize, the necessity of the Russia allocation seriously affected the Boston distribution.

a. In order to work out the models as they are coming off the production lines, there was necessarily some digression from the exact monthly allocation but, of course, the total allocation remained at 2743.

b. It is correct that the Lockheed transport type was not included in the allocation of light bombers. The allocations discussed by our representatives only covered the Bomber and Pursuit types. It was assumed that the transport version of the Lockheed Hudson should be considered a part of the transport picture which, according to my understanding, is that they will be delivered according to present allocation as scheduled by the Joint Aircraft Committee. These schedules indicate that you will get a total of 622 transports during the calendar year 1942, and the Army Air Corps will receive 799 in the same period. Air Commodore Betts is today being furnished a detailed list of the models and the monthly schedules.

Pursuit: Your representatives proposed that none of your "Lightning" model should be considered as a part of the British allocation. Obviously, Colonel Meyers could not go along with this premise and had to assume, as far as possible, that your own contracts should apply to your allocation. In full realization of your need for Kittyhawk types for the Middle East, Colonel Meyers agreed with your representatives that he would investigate the possibility of increasing the allocation of this model. The allocation which he has prepared as a result of his premises indicates that we are giving you 579 Kittyhawks during the first six months instead of 379 which permits a continuous flow of Kittyhawk types throughout the period. This results in a total of 1800 pursuits being allocated to you in the first six months instead of 1200, the adjustment being made in the last six months.

I am sure we are in accord as to the vital necessity for accelerated production of aircraft in the United States and I assure you that I am exercising every possible means to accomplish this. To be sure, when this acceleration develops, the British will share the benefits accruing.

CONFIDENTIAL

Mail & Record Room
RECEPTIVE
ADMINISTRATIVE
G-1
PERSONNEL PERS.
FINANCIAL
INSPECTION
INTELLIGENCE
LEGAL
SERIAL
MEDICAL
MILITARY PERS.
PLANS
TRAIN. & OPER.
W. COM. AERO. BD.

FORM 10-1942

DECLASSIFIED

000 000

EXEMPT FROM GDS

DATE 10/12/2004 BY SP-6/BJD

CONFIDENTIAL

To: Sir Charles Portal

I understand that Colonel Myers is again meeting with your representatives tomorrow morning with a view of presenting to them his recommended revised allocation of models to provide for additional Bostons and Kittyhawks. I believe it desirable that we get together immediately thereafter for the purpose of confirming their conversations and confirm the Observation and Transport allocations.

Sincerely,

sgt. Gen. Arnold

(4-B)

REM:mc:lw

To Mail & Record Room	
Date	
EXECUTIVE	
ADMINISTRATIVE	
B & G	
CIVILIAN PERS.	
FISCAL	
INSPECTION	
INTELLIGENCE	
LEGAL	
MATERIEL	
MEDICAL	
MILITARY PERS.	
PLANS	
TRAIN. & OPER.	
W. COM. AERO BD.	

CONFIDENTIAL

C O P Y

British Embassy,
Washington, D. C.

2nd January, 1942

~~BRITISH SECRET~~
~~U.S. CONFIDENTIAL~~

DECLASSIFIED
JCS Memo
2 Jan. 1975
By: SAC; Date: 1/2/76

My dear Arnold,

We agreed on Sunday that your representatives and mine should meet to discuss the detailed interpretation of the allocations of aircraft proposed in your memorandum of 29th December. As I mentioned to you at lunch I am deeply concerned at certain aspects of the proposals which have now emerged and I gratefully accept your invitation to put my views before you.

My main anxieties are concerned with the Pursuit and Light Bomber classes. In Medium and Heavy Bombers your proposals are of course lower than we had looked forward to at an earlier stage. But I fully realise the difficulties and I am as anxious as you are that the United States should build up her combat groups as rapidly as possible. As you know, we place great store on the prospect that American combat groups will shortly be sent to the United Kingdom and to the Middle East.

When we discussed Light Bomber allocations on Sunday, I understood you to say that the Dive Bombers, that is to say the Bermudas and the Vengeances, were excluded from the totals. The discussions with Colonel Meyers have shown that, in his opinion, this is incorrect. The effect of this is that the allocations in the Hudson, Baltimore and Boston class amount to only 642 in the first half of 1942 and to 360 in the second half. These numbers are made up of 228 Hudsons which come forward in the first three months of the year and 774 Baltimores. There are no Bostons. As regards the first half of 1942 we had, it is true, resigned ourselves to a very small delivery of Bostons owing to our arrangement with you in regard to the supply of Bostons for Russia. We had relied, however, upon this loan being repaid and certain additional allocations being made beginning in May or June. It is thus a considerable shock to find that none of this type have been included. In Hudsons the situation is nearly as bad because after the 228 have been delivered in the first three months no further allocations are proposed. We rely on the Hudson for the vital reconnaissance role in the North Atlantic, in the Mediterranean and in the Far East, and the situation may well become desperate if we cannot secure a larger allocation. One possible explanation of the Hudson allocation occurs to me in that production of this type in April, May and June is in the form of observation and transport versions. We did not have time to discuss transport aircraft on Sunday and you may intend that a further 400 Hudsons should be made available to us before June 1942 in this way. Such a release would do much to remove my anxieties for the first half of the year because the transport version is readily adaptable for general reconnaissance work and would be so used if shortage of aircraft made this necessary.

-2-

As regards fighters, you will remember that your proposed allocation allows us 1,600 in the first half of the year. Colonel Meyers has proposed that this number should be made up of 420 Lightnings, 265 Airacobras, 379 Kittyhawks, 491 Mustangs and 45 Martlets. This allocation is of course very much below the full number of fighters we need during the first half of 1942, but its most serious feature from our point of view is the very small number of Kittyhawks included. I realise that the total number of Kittyhawks available may be increased as a result of a general speed-up in production but I am extremely alarmed at the very severe reduction which has fallen on this type compared with the earlier allocation of 1150 over the same period. As you know, we are now deeply committed to this aircraft in the Middle East theatres and any interruption of the supply line would be quite disastrous from the operational standpoint. I hope, therefore, that you can see your way to make a very substantial increase in our allocation of Kittyhawks, and as I told you at lunch, I would gladly accept a smaller allocation of Lightnings instead. I realise that one of the reasons for the shortage of Kittyhawks is your commitment to send 100 fighters a month to Russia and it occurs to me that it might be possible to include some Airacobras in your monthly quota. We have already sent this type to Russia so such a proposal does not involve a completely new type as far as they are concerned.

I know that we are in complete agreement as to the vital necessity for a larger increased all round production of aircraft in U.S. and you have already assured me that the British will share in the benefits accruing from this.

In making these comments on the proposals which have emerged from discussion with your representatives I hope you will not think me un-mindful of the very great measure of help which the proposals represent as a whole. I am, however, most anxious that you should be aware of the detailed implications in regard to Light bombers and fighters and I shall be deeply grateful for anything you can do to remove what I am sure you will agree is a very real cause of anxiety.

Yours sincerely,

/s/ C. PORTAL

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DDC 100

9 Dec 4 1980

By: *[Signature]*~~CONFIDENTIAL~~

January 2, 1942.

Sir Charles Portal
Air Chief Marshal, K.C.B., D.S.O., M.C.
Chief of the Air Staff, British Embassy
Washington, D. C.

Dear Portal,

I have your letter of January 2, 1942, in regard to the allocation of aircraft production in the United States. In accordance with our agreement, I had Colonel Meyers meet with your representatives to establish the allocation of models. It is my understanding that your representatives and mine reviewed each type of airplane in the four categories namely, heavy bomber, medium bomber, light bomber, and pursuit; and were well in accord with the distribution with the few exceptions noted below.

Heavy Bomber: You asked for all B-24's but an agreement was reached to give you a preponderance of this model making an allocation of 314 B-24's and 275 B-17's and a total of 589. The monthly allocation conformed to our agreement.

Medium Bomber: Your representatives asked for all B-26 type which of course Colonel Meyers could not agree to. He did try to satisfy the request for a preponderance of B-26 model in the next few months during which period he agreed to the allocation of a preponderance of B-26's; and in the aggregate, allocated a total of 479 B-26's and 390 B-25's. In addition, the 875 B-34's which were on British and Lend Lease orders were also allocated to Britain, making a total of 1744. The monthly allocations adhered to our agreement.

Light Bomber: There may have been some misunderstanding due to nomenclature but it was not my understanding that I had excluded any models from the aggregate production of light bombers to be allocated. Colonel Meyers reported to me that your representatives were disappointed in not receiving a greater allocation of Bostons. He accordingly revamped the schedule to put in as many as possible and as a result, increased the allocation of Hudsons, Balticores, and Bostons in the first half of 1942 to 770 instead of 642 which

~~CONFIDENTIAL~~

CONFIDENTIAL

-2-

To: Sir Charles Portal

includes 139 Bostons. As you realize, the necessity of the Russia allocation seriously affected the Boston distribution.

a. In order to work out the models as they are coming off the production lines, there was necessarily some digression from the exact monthly allocation but, of course, the total allocation remained at 2745.

b. It is correct that the Lockheed transport type was not included in the allocation of Light Bombers. The allocations discussed by our representatives only covered the Bomber and Pursuit types. It was assumed that the transport version of the Lockheed Hudson should be considered a part of the transport picture which, according to my understanding, is that they will be delivered according to present allocation as scheduled by the Joint Aircraft Committee. These schedules indicate that you will get a total of 852 transports during the calendar year 1942, and the Army Air Corps will receive 755 in the same period. Air Commodore Betts is today being furnished a detailed list of the models and the monthly schedules.

Pursuit: Your representatives proposed that none of your "Lightning" model should be considered as a part of the British allocation. Obviously, Colonel Meyers could not go along with this premise and had to assume, as far as possible, that your own contracts should apply to your allocation. In full realization of your need for Kittyhawk types for the Middle East, Colonel Meyers agreed with your representatives that he would investigate the possibility of increasing the allocation of this model. The new allocation which he has prepared as a result of his promise indicates that we are giving you 579 Kittyhawks during the first period instead of 379 which permits a continuous flow of Kittyhawk type throughout the period. This results in a total of 1800 pursuit being allocated to you in the first six months instead of 1600, the adjustment being made in the last six months.

I am sure we are in accord as to the vital necessity for accelerated production of aircraft in the United States and I again assure you that I am employing every possible means to accomplish this. To be sure, when this acceleration develops, the British will share in the benefits accruing.

CONFIDENTIAL

CONFIDENTIAL

-3-

To: Sir Charles Portal

I understand that Colonel Myers is again meeting with your representatives tomorrow morning with a view of presenting to them his recommended revised allocation of models to provide for additional Bostons and Kittyhawks. I believe it desirable that we get together immediately thereafter for the purpose of confirming their conversations and confirm the Observation and Transport allocations.

Sincerely,

CONFIDENTIAL

4-E-4

DECLASSIFIED
DO NOT
RECLASSIFY

8 Jan. 22 1964
1947

DECLASSIFIED

JAN 3 1942

Air Marshal A.T. Harris,
British Air Commission,
Box 772, Benjamin Franklin Station,
Washington, D.C.

Dear Air Marshal Harris:

With reference to your letter of December 19, 1941,
which pertains to the release of one Hudson for installation
of an experimental compass by Pioneer, I understand that
arrangements have already been completed. Sperry Gyroscope
Company released Serial Number AM-932, which you were permitting
them to use, and delivered it to the Naval Aircraft Factory on
December 25, 1941, in order that it might be available to
Pioneer.

There is in the hands of the Air Corps Ferrying Command
a considerable quantity of Hudsons being delivered to the British
Government. If you desire an additional Hudson delivered to
Philadelphia, it can easily be arranged and I will expect you
to notify me in that case.

Very truly yours,

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

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Dispatched
JAN 5 1942
AAG

AAF file

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an 20452.1 England (135)

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000 873
1 Jan. & 20 June 1974
10/2/76

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

January 3, 1941

MEMORANDUM FOR GENERAL SPAATZ:

Subject: Allocation of Planes to the British.

The following is a revised schedule of the original memorandum of December 29, 1941.

	<u>H. B.</u>	<u>M. B.</u>	<u>L. B.</u>	<u>Pursuit</u>
Jan.	15	65	173	200
Feb.	47	65	191	250
Mar.	20	94	170	350
Apr.	20	180	171	350
May	40	180	283	300
June	45	180	288	350
July	19	200	206	300
Aug.	64	180	243	400
Sept.	43	200	240	400
Oct.	73	200	287	400
Nov.	92	100	311	350
Dec.	<u>111</u> 589	<u>100</u> 1744	<u>187</u> 2745	<u>400</u> 4050

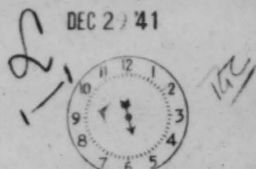
452-1 England (134)

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

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 DD FORM 129
 1 JUN 64
 BY: *MS/16* DATE: *10/1/01*

DEC 27 41



December 29, 1941

MEMORANDUM FOR GENERAL SPATS:

SECRET

WAR DEPARTMENT
 ASST. SECRETARY (AIR)

Subject: Allocation of Planes to the British.

In accordance with conference between Mr. Lovett, Air Chief Marshal Portal, General Arnold, and members of Air Chief Marshal Portal's Staff, the following allocation of planes to the British from production in the United States has been made:

	<u>L.S.</u>	<u>L.S.</u>	<u>L.S.</u>	<u>Permit</u>
Jan.	15 ✓	65 ✓	132 ¹⁷³ -41	200 ✓
Feb.	47 ✓	65 ✓	217 ¹⁹⁴ +23	250 ✓
Mar.	30 ✓	94 ✓	227 ¹⁷⁰ +57	250 ³⁰⁰ -100
Apr.	20 ✓	180 ✓	190 ¹⁷¹ +19	250 ²⁰⁰ -100
May	40 ✓	180 ✓	275 ²⁸³ +8	300 ✓
June	45 ✓	180 ✓	240 ²⁸⁸ -48	350 ✓
July	19 ✓	200 ✓	241 ²⁰⁶ -35	400 ³⁰⁰ +100
Aug.	64 ✓	180 ✓	243 ✓	400 ✓
Sept.	43 ✓	200 ✓	240 ✓	450 ⁴⁰⁰ +50
Oct.	73 ✓	200 ✓	240 ²⁶⁷ -27	400 ✓
Nov.	92 ✓	100 ✓	240 ²¹¹ -71	400 ²⁰⁰ +200
Dec.	111 ✓	100 ✓	240 ¹⁸² -58	400 ✓
			2745 ²⁷⁴⁵	4000 ⁴⁰⁰⁰

The above allocation will be subject to readjustment at a later date when attrition rates, changes in production figures or changes in number of units in combat zones seem to make it advisable.

The underlying principle for allocation must be that the highest percentage possible of combat planes shall always be in use in combat zones.

Copies to: Mr. Lovett
 Air Chief Marshal Portal
 Col. E. L. George
 Col. G. A. Anderson

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

SECRET

(114) 452-1 Encl (34)

DECLASSIFIED
-000
8 Jan. & 20 June 1978
By: [Signature]

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

December 29, 1941

MEMORANDUM FOR GENERAL SPAATZ:

SECRET

Info 4-650
File

Subject: Allocation of Planes to the British.

In accordance with conference between Mr. Lovett, Air Chief Marshal Portal, General Arnold, and members of Air Chief Marshal Portal's Staff, the following allocation of planes to the British from production in the United States has been made:

457.1 England (134)

	H.B.	M.B.	L.B.	Pursuit
Jan.	15	65	132 ¹⁷⁸	200
Feb.	47	65	217 ⁴¹	250 ²³¹
Mar.	20	94	227 ¹⁷⁰	250 ³¹⁴
Apr.	20	180	190 ¹⁷¹	250 ²⁹²
May	40	180	295 ²¹¹	300 ²⁵¹
June	45	180	240 ²⁵⁸	350 ⁴⁰⁰
July	19	200	241 ²⁴¹	400 ³⁵⁰
Aug.	64	180	243 ³⁰¹	400 ⁴⁶⁰
Sept.	43	200	240 ²⁴⁹	450 ⁴⁰⁰
Oct.	73	200	240 ²⁵⁹	400 ⁴¹⁰
Nov.	92	100	240 ²⁸¹	400 ³⁵⁰
Dec.	111	100	240 ¹⁸²	400 ⁴⁰⁰

The above allocation will be subject to readjustment at a later date when attrition rates, changes in production figures or changes in number of units in combat areas seem to make it advisable.

The underlying principle for allocation must be that the highest percentage possible of combat planes shall always be in use in combat zones.

Copies to: Mr. Lovett
Air Chief Marshal Portal
Col. H. L. George
Col. O. A. Anderson

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

SECRET

457.1 England (134)

S/AS:RAD

DECLASSIFIED
 DATE 11/18/2013
 BY ALM/ML/DAW/PLD

~~SECRET~~
 11/18/2013

December 27, 1941

MEMORANDUM TO: Chief, Materiel Division.

1. On the 24th of December, a cable from General Chaney, #301, was forwarded to you for appropriate action. It was noted in this cable that modification information was furnished to General Arnold in reports submitted by General Brett.

2. There is attached extracts from General Brett's complete report and the notes on functional and operational modification with one enclosure which was submitted with the report. There is also attached a copy of an order establishing a technical committee in the group of Special Observers in London. An additional document attached is recommendation submitted to General Arnold at his request by Colonel Dunn, and which General Arnold would like your opinion on 1 a, and 1 b. General Arnold is especially desirous of having immediate action taken on any plan which will shorten the period from the time the airplane is completed at the factory until it is put in operational use by the British.

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

- 5 Incls.
- Memo. to Gen. Arnold 12/15/41
- Memo. to Gen. Arnold 12/13/41
- Gen. Orders #4
- Notes on Modification
- Notes on Modification (Incl. #1)

For the Chief of the Air Staff
 Lt. Colonel James H. Doolittle,
 Secretary of the Air Staff

HEADQUARTERS				ARMY AIR FORCES				COORDINATION			
Chief of Staff	Sec. y of Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A* 1-4p	Budget	S u	1-2-3-4
	<i>Carl Spaatz</i>										

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DECLASSIFIED

DECLASSIFIED
DATE 02-08-2001
BY NADUE/.../...

Hurricane Bomber

AAF/A-2
MPS/ekp

1 AAF OCAC 1941
A-2 Intell 12/17

For proper distribution.

M.F.S.
C/A-2.

1 Incl.
Memo for AC/AS, A-2
fr Major Hansell, above
subject, 12/9/41.

FORWARDED WITH ORIGINAL CORRES.

100-4501 Engstrom (150)

DEC 9 1941

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.D.	A. Insp.	Budget	Statistics
				ASAC for A-2						

DECLASSIFIED

CONFIDENTIAL

AAF-39

DECLASSIFIED
 1000
 8 Jan 6 10:00 AM 1978
 by ALB/UC JC Date 10/12/70

SECRET

Officer be appointed to take care of Overseas Services papers, etc.

1 General General 1941
 Arnold Weaver 12/18

In connection with the attached, there must be one head to our Overseas Services through which papers and documents such as these can be processed. Otherwise, papers on the same subject will be sent to different people and we will never have a continuity of effort or purpose. These subjects include everything from relief of Military Attaches and Assistants to Technical Developments, operations of schools, operations of Ferry Command, supply of equipment and even strategic war plans.

In view of the above, it is quite obvious that the fellow who gets these papers and distributes them for action must "know his onions."

452
 Eng
 1200

Incl: Sec. Ltr to Gen. Arnold
 11/19/41 fra. Gen. Brett
 Sec. Ltr to Gen. Arnold
 11/18/41 fra. Gen. Brett
 Sec. Memo to C/AAF, 11/15/41
 fra. Col. I.B. Summers, subj:
 "Ministry of Aircraft Pro-
 duction Program Relative to
 Armament Development" /w/sec.
 cpy of ltr to Chief of
 Ordnance fra. Gen. McNarney,
 11/15/41 re above subj./w/
 sec. cpy of Sec. Development
 Program.
 Sec. Ltr to Gen. Arnold,
 11/18/41, fra. Gen. McNarney,
 subj: Ministry of Aircraft
 Production Program Relative
 to Telecommunications Develop.
 /w/ cpy of transmittal ltr
 this subj. to Chief Signal
 Officer, and cpy of Sec.
 Development Program.
 Ltr to Gen. Arnold fra. Gen.
 Brett, 11/10/41, /w/ Conf.

H. H. A.
 Incls:(Continued)
 Ltr to Gen. Arnold, 11/10/41
 fra. Gen. Brett /w/ Conf. cpy
 of Ltr to Gen. Echols, 11/4/41
 /s/ Col. E.M. Powers /w/ Ltr & List
 fra. M.A.P. paper on repair of
 aircraft, and copy of ltr to Gen.
 Arnold, 11/10/41 fra. Gen. Brett.
 Sec. Memo to C/AAF, 11/15/41 fra. Gen.
 McNarney, subj: "Ministry of Aircraft
 Production Secret Program Relative to
 Aircraft, Engines, and Accessories
 Developments." /w/ 2 cpy of Sec.
 Development Program of the Ministry
 of Aircraft Production. (Below)
 (Sec. Aircraft & Aircraft Accessories)
 (development (Appen. II), Appen. III)
 (Appen. IV 2 cpy of all this.)

Dispatched
 DEC 19 1941
 AAG

SECRET

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

~~SECRET~~
~~SECRET~~
~~CLASSIFIED~~

WAR DEPARTMENT

DECLASSIFIED

DDO #3

8 Jan. & 30 June 1974

100-111-10, Date 12/24/41

OFFICE OF THE CHIEF OF THE AIR CORPS
HEADQUARTERS AIR CORPS FERRYING COMMAND
WASHINGTON

February 23, 1942

SUBJECT: Airplanes out of Newfoundland Airport.

TO : Chief of Army Air Forces.

1. The summary dated December 4 attached hereto covers the period from September 1 to November 15, 1941, during which portion of such period the Air Corps Ferrying Command was conducting regular North Atlantic flights.

2. North Atlantic operations by Air Corps Ferrying Command were ceased, due to the impractical operation with aircraft not winterized. Upon complete winterization of the aircraft available to the Air Corps Ferrying Command for this operation, circumstances required their use in another theater. Subsequently, three of the seven more existing aircraft assigned to the Air Corps Ferrying Command, which were previously used for North Atlantic operation were released by General Brett.

3. As a result, resumption of the N. Atlantic services have been held up until:

a. Meteorological conditions over the North Atlantic are sufficiently improved for practical operation.

b. Sufficient equipment of a type usable for North Atlantic operations is available.

452.1 Eng. Section (127)

For the Chief of the Air Corps:

Eq. Army Air Forces

FEB 26 1942
AAG RECEIVED

Robert O. Love
1st Lt. A.C. for
ROBERT OLDS

Brig. General, Air Corps
Ass't for Ferrying Services

Fite
[Signature]

FOR DEFENSE



Incl.

- 1. Memo for Gen. Arnold fr. Gen. Brant 12/9/41
- 2. R&R C/AS to ACPC 12/24/41

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~~CLASSIFIED~~

4 No Aircraft
(see also 4:21 Eng 627)

EX-8304

DECLASSIFIED
DOD

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

F502/10/2
502/25/4

SECRET

File No.

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

Tally No. AAF.....

SUBJECT: Airplanes out of Newfoundland Airport.

NO.	FROM	TO	DATE	COMMENTS
1.	C/AS	ACFC thru OCAC Exec.	1941 12/24	<p>AAf/A-2 JTMG-omn</p> <p>1. Inviting attention to General Arnold notation.</p> <p>2 Incls. 1. Summary of Aircraft Departure from RAERC 2. Memo for General</p> <p><i>ZPC.</i> C.S. 8/7m C/AS 1/25</p>

DEC 30 1941
MAIL
AND FILE UNIT

SECRET

J.A. 8801-W

EX-8304

A 1/30 (C-2) 142

aircraft 157, 1 England 127

520730/5
502/25/4

By ~~Auth~~ CG, NBC
Date 12-9-41

~~SECRET~~
HEADQUARTERS
Newfoundland Base Command, U. S. Army,
A.P.O. 801, Newfoundland.

GCR/hor

December 9, 1941

MEMORANDUM: For General Arnold.

SUBJECT : Airplanes out of Newfoundland Airport.

1. Herewith is a summary of aircraft flown to Great Britain from the Newfoundland Airport during the period September 1, to November 15, 1941.

Further report covering period November 15, to December 3, will be forwarded as soon as summary is prepared.

2. Delay in receiving this data is due to reluctance on part of British officials to disclose such information. This necessitated some G-2 work.

G. C. Brant
G. C. BRANT,
Major General, U. S. A.,
Commanding.

12/18/41
→ ① A - 2
→ ② Clds.

note the British
are still using the
North Atlantic sea
very lane - We must
stop as soon as we
get straightened
out

DECLASSIFIED
E.O. 12958, Sec. 3.402
DOD Directive 5200.30, June 18, 1977
By *AAA* J.C. Date *6/17/78*

EX-8304

1 Enc.
2-1
Am 44 452.1 Eng. 127

DECLASSIFIED

SI 12/30/6
502/25/4

HEADQUARTERS
Newfoundland Base Command, U. S. Army, GCB/dfm/rwk
A.P.O. 801 Newfoundland

December 4, 1941.

SUMMARY OF AIRCRAFT DEPARTURES FROM RAFFC.

Aircraft leaving daily from the Royal Air Force Ferry Command,
Newfoundland Airport, for the period September 1, 1941-November 15, 1941
inclusive are listed herewith:

DATE	LB-30	HUDSONS	B-24	TRAINERS	P.B.Y.	CW-20
September 1						
2						
3						
4						
5			1			
6		8	3		1	
7						
8						
9						
10						
11			1			
12		18	2			
13		10	2	2		
14		4	2			
15				2		
16		1				
17		3	1			
18			1			
19						
20		16	2			
21		7	2			
22						
23						
24				2		
25			1	2		
26						
27		20	3			
28			1	2		
29						
30		12	2			
October 1			1			
2	2	4	2			
3		6				
4			1			

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
E.O. 12065, Sec. 3.402
DDO Directive 5200.30, June 18, 1978
Date: 12/17/78

~~SECRET~~

EX-7304

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DECLASSIFIED

SUMMARY OF AIRCRAFT DEPARTURES Cont'd.

DATE	LB-30	HUDSONS	B-24	TRAINERS	P.B.Y.	CW-20
October 5						
6						
7						
8						
9					1	
10		2		4	1	
11	1					
12	1	2		1	1	
13				1		
14	1	2		1		
15						
16	2	1		1		
17	1			1		
18						
19						
20						
21	2	3				
22	3			1	1	
23		1		1		
24						
25	1					
26						
27	2					
28	1					
29						
30						
31						
November 1				2		
2	8					
3				1		
4						
5	2				1	
6				1	1	
7	4			1	1	
8						
9						
10						
11	3					1
12				1		
13						
14						
15						
TOTALS:	34	120	46	14	4	1

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DECLASSIFIED

DECLASSIFIED
E.O. 12065, Sec. 3.402
DOP Directive 5200.30, June 18, 1978
By *Alan* i.c.; Date *10/2/78*

EX-8304
Enc. 1
Amay 452.1 Aug. 1978

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
 DD Form 1294
 2 Jan 62 Rev 1274
 By AA/AF 10/12/74

Defense Aid Shipments.

AAF/A-4
 EPS/gwd

1. C/AS C/AC 1941
 (Attention:
 Air Service
 Liaison)

1. This is to confirm telephone call from Colonel Sorensen to Lt. Colonel Whitten, this date.

2. Colonel Black, in the office of the Defense Aid Director, telephoned Colonel Sorensen at about 10:30 this morning, stating that as a result of the conference held this morning by General Arnold, Mr. McCloy and Mr. Lovett, and at which Colonel Aurand was present, the following decision was made:

Any airplanes destined for Great Britain, if already loaded on boats, will be cleared to sail. Any airplanes on docks awaiting shipment to any nation, and any airplanes on boats awaiting shipment to any nation other than Great Britain will be re-possessed by us.

CS
 C/AS

1941

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
	<i>JC</i>				<i>W to</i>	<i>PH</i>				

~~SECRET~~

AAF-10

air ad 452.16mg (126)

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General
Washington, D.C.

Date Dec. 19, 1941

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 *in perhaps*

*Gen Arnold
since this contains
a letter to him
JW*

WM. W. DICK,
Lt. Col., A.G.O.
Air Adjutant General.

A.A.F-10-A.

OFFICE OF THE CHIEF OF THE AIR CORPS
ROUTING AND RECORD SHEET


2210

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

File No. _____

Tally No. AAF/ _____

Subject: Northern Ferry Route

NO.	FROM	TO	DATE	COMMENTS	X-MEG:jn
4	C/AC	AAF C/AS	12/18	Noted. Incl.n/c	 W. R. W. Actg.C/AC

45711 England
(125)

(Do not use reverse side)

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

XV-535

Page No. _____

45711 England (125)

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

~~SECRET~~

1935

(To be filed with correspondence)

DECLASSIFIED
DD Form 138
1 Jan. & 20 June 1954
By: *AA/AS, JG, Date: 12/2/78*

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

SUBJECT: Northern Ferry Route.

NO.	FROM	TO	DATE	DATA
1	C/AAF	AAF C/AS	1941 12/9	Read and notify those concerned. <i>[Handwritten signature]</i>
Incls: Ltr 10-29 to Gen. Arnold frm Gen. Brett reporting on Ferry Service. Ltr 10-30 to Gen. Arnold frm Gen. Brett. Cy ltr 10-29 to Moore-Brabazon frm Gen. Brett. Mimeographed cy "Most Secret" of Conference on 10-20, Thames House North, /s/ Col. Lyon, 2 pages. Cy tel. conver. 12-1 bet. Mr. Millar, Vultee Aircraft and Mr. Meigs.				
2	AAF C/AS	AAF A-4	14/3	<i>Murray action</i> <i>[Handwritten signature]</i>
3.	AAF C/AS	C/AC	12/13	1. For information. 2. Return to the Air Staff. Incls: Incls n/c <i>[Handwritten initials]</i> AAF/A-1 JYY/mwb

RECEIVED
DEC 17 1941
CLASSIFIED MAIL
AND FILE UNIT

SECRET

(Do not use routing side)

A-505 A12-17(298) XIV-52 6

N-4881-40 Am 23 452.1 ing 125

GHB/dma.

~~SECRET~~

AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE
1. GROSVENOR SQUARE, W. 1
LONDON, ENGLAND

October 29, 1941.

TO:

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

DECLASSIFIED
Per
History Dept
By: [signature] Date: 10/13/76

REPORT

1. Ferry Service(a) There seems to have been some little misunderstanding, in connection with the Northern Route. I did not recommend its discontinuation, but I have urged the immediate establishment of a Southern route to take its place. For the past ten days I have pressed the British Government for immediate completion of Airport at Gibraltar for Liberator operation, and the completion of the airport at Waterloo, Freetown, to take care of Liberators with all necessary housing facilities and radio aids.

(b) I have investigated the Bathurst airdrome and from all reports, believe it is suitable for Liberator operation.

(c) I have pressed both Portal and Moore-Brabazon to bring diplomatic pressure to bear which will assist you in securing permission for landing of our ferry service at Azores and Lisbon. Winant has not helped me on this, due to the fact that he has received no instructions from the State Department.

(d) I am firmly convinced that the 16 Liberators due for the Middle East can be ferried across the South Atlantic at once if placed in charge of Haynes, Lemay or Cochran. The west coast of South Africa is slightly ticklish, but at this time of the year good weather can be expected. If sent in flights of 3, on alternate days, Bathurst can be used, it is in a poor strategical position from standpoint of its close proximity to Dakar.

(e) I strongly urge the continuation of the Northern Ferry Service until we can get the Southern Ferry Service established.

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-1-

Air 044521 Eng. 125

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2. Installations in Middle East All reports I have received indicate that this project is moving very satisfactorily. My strong recommendations pertaining to complete American control of a zone from Massawa to Gura were primarily to insure non-interference by British authorities. As I have pointed out to you, the lack of unified command in the Middle East and the fact that a civil servant Mr. Lyttleton apparently heads up the military situation, created a very poor impression in my mind. The entire administration to me is an amorphous mess from which it is most difficult to get direct action, this was the real cause. Likewise I am afraid that Maxwell may come under this influence and for that reason I desired the air installation to be directly under your control. Furthermore, they have presented many projects for the Middle East. We were first on the ground and I desire to retain our high priority and not have a diversion of effort to other projects coming under Maxwell which I do not hold to be of equal importance. In other words, Adler should be permitted to act direct with your office and not be required to go through the headquarters established by Maxwell.

3. Installations in the British Isles. I have been working strenuously in an effort to clarify in my mind and likewise in the minds of SPOBS the required installations for the work which you assigned to me. I find this is completely tied in with the plans of the SPOBS for active American participation, therefore have had to conform partially to their requirements in addition to the requirements for the maintenance of all American equipment. There has been considerable misunderstanding and indefiniteness on the part of SPOBS and the British as to what we were supposed to do.

My cable 857 was a statement of policy pertaining to the establishment of a depot. Lyon, Powers and myself feel that we must plan on what might be termed the 'maximum effort', and we should establish a policy which would govern such establishments, likewise we must have data on which to base estimates which would control the size of the installations. I separate this into two phases; first, the North Ireland, and second, England.

North Ireland North Ireland is primarily supposed to be a Pursuit installation and a Coastal Patrol installation. We are not involved on the Coastal Patrol except as it applies to the Liberators. We are very much involved on the maintenance of the Pursuit equipment. Study indicates the most important phase of this maintenance work would be the repair and maintenance of air frames with minor activities on instruments, engines, propellers and armament. The major depot in England would handle complete overhaul of engines and other items of this type. With this in mind we have selected a location at Lough Negh,

DECLASSIFIED

DOD

8 Jan 8 20 1974

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approximately ten miles west of Belfast. There is already an installation at this point, a Flight field has been constructed, hangers are being constructed, and considerable shelter for personnel is now being occupied. The British have agreed to install additional hangers, technical buildings and housing in accordance with our requirements. This installation to be utilized as a minor repair and supply depot for Northern Ireland, and for the maintenance and repair of airframes of planes utilized in North Ireland. It would in fact be a sub depot.

Last part of Cable 857. I do feel that there should be immediately despatched, a small nucleus of the various functions which must be carried on in that locality. Operating conditions are peculiar, there will be a peculiarity in the type of equipment to be furnished. This can only be determined by the close touch of living under the conditions in which they have to operate and this was the basis for my recommendation.

England In our survey for this depot we have found the most congested condition south of the line Liverpool-Hull, therefore to arrive at a conclusion, we went north of that line and have picked up a suitable station about ten miles south-east of Blackpool. The station will be ready for an operational unit about 1st December, runways and perimeter having been finished, and living quarters for about 500 men and officers.

Don Davidson and Stuart Godfrey and Powers, are making a detailed survey of this location on the 2nd November and I should be able to cable you a report as to their findings at that time. We have made no commitments as to the use of this station. However, the British have committed themselves. They have indicated their willingness to turn the station over complete, and will provide additional construction as indicated by our government, that is living quarters, technical buildings and hangers. The general location as indicated is very desirable, is fed by two ports, good railroads, good road net and direct lines of communications south to operating areas. There is also excellent water transportation in the form of motor truck ferries for shipment of supplies direct to the Belfast area.

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Again let me impress upon you that in all my conversations I have made no commitments and am exceptionally cautious in this connection. However, I do feel that conversations must be held on the broad aspect, and plans must be based upon what may happen a year or 18 months from now. As far as I can determine, little action along these lines has been taken by the SPOBS so far and therefore, in some ways we are starting from the ground up.

4. Organization. As I sit here I have received a cable from you indicating conflicting recommendations concerning organization. A careful perusal of my communications prior to my #815 of October 22nd, will indicate to you clearly that I made no specific recommendations. I have indicated through out that an organization must be built to handle this difficult problem. It not only involves operational changes but it is now an active supply organization. It should not operate independently as all its supplies must be carefully tied in with the plans of the SPOBS and at the present time there still exists considerable confusion. The Military Attache's office should be relieved primarily of all responsibility except routine reports of general information nature. Where the question arises as regards operational changes, development, materiel supply materiel installations, the subject should be handled by the organization as recommended in my cable.

I do not quite understand why you state 'conflicting recommendations' as there have been no conflicting recommendations. Chaney worked on the assumption that he was responsible for this entire organization, and naturally there had to be much argument to determine whether or not it was logical.

Again let me remind you that I am 3000 miles away from Washington and that it requires very careful perusal of my cables to insure that I am not misunderstood. Your cables arrive, I usually study them, I then have Powers and Lyon study them as well as Royce to insure that I do not misunderstand what you are driving at. I get no peculiar ideas and I am not worried as to whether my work is appreciated. I received definite instructions from you and from Mr. Lovett on my departure, and backed by my knowledge of the problems which you were up against I am carrying out the work which you assigned to me. The load is yours and the responsibility is yours and to date I have the reputation of giving away less than any other American who has visited the British Isles. So please do not jump to conclusions as to my intent or future actions. This is with special reference to your caution cables and your worry about committing you before you have been given the opportunity to approve.

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DOD Itr.

By ~~SECRET~~ 20 June 1974
Date 11/2/76

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5. Operational changes This subject is continually brought into the picture and to date I have not had the opportunity to get into detail. I had a long conference with Moore-Brabazon yesterday morning on other subjects and incidentally brought up this question. As will be noted from the enclosed clipping there has been a great deal of discussion on the time lag in this connection. I hope to have the depot situation cleared up this week and plan to start off the first of next week, November 2nd and clear up if possible this very difficult question. The whole thing hinges around the relationship of the Air Ministry and M.A.P. and is about in the following steps; The Air Ministry and M.A.P. get together in a committee upon the arrival of the aircraft. They go over the aircraft together make recommendations as to changes required, classified first by those that must be done to permit its use for operations, and second those changes which can be accomplished with equipment available but at a later date, and those changes which are desirable but for which parts are not available and to be done at a considerably later date. This process normally takes two weeks. After the changes that must be done are decided upon, then drawings and engineering data must be prepared and parts manufactured. This normally takes from two to three months. However, with more improved equipment this time may be cut. This data is then transmitted to the BAC for incorporation in production models and often it occurs that the MAP will not transmit this information to the BAC until actual test has been made. Therefore, it may readily occur that the BAC does not get the information on these operational changes until four months has passed. The above is just a sketch of what I can find out today.

Everybody is anxious to help and willing to try something but nobody has yet had the courage to direct that something be done. All the various branches are protecting their own interests and creating alibis. Therefore, I feel as if, to actually accomplish anything, the matter has got to be taken and worked out with Portal and Moore Brabazon. Again let me repeat that I am firmly convinced that the BAC is antiquated and that they do not appreciate the terrific importance of the people who are sent back on short visits. As you know, Messiter was in Washington for very nearly ten days before anyone saw him. In my position on the Joint Aircraft I did not even know that Harris was supposed to be in charge of operational changes. In speaking of this subject around London, quite often he has been referred to as the man who should have insisted upon these changes. Also I got the impression that Roderick Hill should really swing a

5. ~~SECRET~~

DECLASSIFIED
8 Jan 80
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HRE
BY: [signature]
DATE: [signature]

~~SECRET~~

a big stick, and yet my reaction to him while sitting on the committee was that he was just a technical advisor with no great authority. In other words, the Military personnel has been submerged by the civil servants. The civil servants have already been in the United States for at least two years. Therefore, their perspective is rather aged. Will give you a more detailed report on this at a later date.

Brett
G. H. BRETT
Major General
Army Air Forces.

(1) Now understand from Royce that Winent has taken this matter up with Eden and is pressing the issue in spite of the fact that he has received no instructions. This is apparently the result of the fact that I saw him three days ago and tried to impress him with the immediate necessity of securing authority for ferry service through Azores and Portugal.

* Concerning operational changes, Royce informs me that you have received a copy of CNAAS notes, subject American Aircraft Administrative Machinery for a Conversion and Subsequent Modifications, which includes five mimeograph sheets concerning processes for handling changes on aircraft. Suggest you study this and it may give you some idea of the problem we are up against when we go into conferences on on eliminating time lag on operational changes.

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8 Jan 80
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BY: [signature]
DATE: [signature]

GHB/dma.

AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE
1. GROSVENOR SQUARE, W. 1
LONDON, ENGLAND
October 30, 1941.

RELEASED

HAD DINNER LAST NIGHT WITH TRENCHARD.
MOST INTERESTING CONVERSATION ON STRATEGIC AND TACTICAL USE
OF AIRCRAFT. HIS PRESENT CONCEPTION INVOLVES THE USE OF
HEAVY BOMBERS AS A PSYCHOLOGICAL EFFECT UPON THE HEART OF
GERMANY. HE MADE THE STATEMENT THAT HE DID NOT UNDERSTAND
WHY ENGLAND HAD NOT PURCHASED ALL AVAILABLE HEAVY BOMBERS FOR
THE LAST TWO YEARS. HE WOUND UP WITH ONE VERY IMPORTANT STATEMENT,
BASED ON HIS ENTIRE PAST EXPERIENCE, IT WAS - " THERE MUST BE
FOUR PLANES BEHIND EVERY ONE IN OPERATION AND EACH PLANE MUST
HAVE A COMPLETE COMPLIMENT OF 25% SPARE PARTS". HE STATED HE
HAD FOUGHT BEAVERBROOK ON THIS SUBJECT FOR THE LAST YEAR AND A
HALF, AND HE FURTHER STATED THAT HE HAD TOLD BEAVERBROOK THAT
THE MANNER IN WHICH HE, BEAVERBROOK, WAS BUYING AIRPLANES WAS
SIMILAR TO THE QUESTION OF BUYING AMMUNITION - IF YOU HAVE A
MILLION ROUNDS OF AMMUNITION IT DOES NOT MEAN THAT YOU SHOULD
HAVE A MILLION MEN AND A MILLION RIFLES, SO THAT EACH MAN FIRES
ONE SHOT! SPARE PARTS AND RESERVE OF AIRCRAFT ARE ABSOLUTELY
MANDATORY IN FIGHTING THE WAR - STOP PRODUCTION AND PROVIDE
SPARE PARTS.

DECLASSIFIED
BY: [unclear] Date: 11/2/76
SECRET

H-505

*For your info
to indicate
method of
proceeding*

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DECLASSIFIED
DOD Itra.
8 Jan. & 20 June 1974
By: *LLC*; Date: *10/12/74*

29 October, 1941.

The Rt. Hon. J.T.C. Moore-Brabazon, M.C., M.P.,
Minister of Aircraft Production,
Millbank, S.W.1.

Dear Colonel Moore-Brabazon,

The Secretary of War has instructed me to determine how the United States Government can be of assistance in connection with the maintenance of American aviation equipment operated by the Royal Air Force in the Middle East and the United Kingdom. After an analysis of the Middle East problem, I recommended the establishment of certain facilities at Cura for the Third Echelon Repair and Maintenance of American aircraft to be constructed, controlled and operated by American civilian personnel, under Defense Aid.

After visiting a number of the units in your maintenance organization, I am of the opinion that assistance in the United Kingdom should take the form of a complete Base Repair Depot and sub-depots. An establishment similar in scope to Henlow, constructed and operated by an American corporation under War Department control, should be considered as an initial step.

You will realize in formulating such a plan for the consideration of the War Department, I am confronted with a number of problems peculiar to operations in the United Kingdom. However, I am of the opinion that the following general conditions must be satisfied:

1. Air frame repair facilities must be immediately adjacent to an air-drome suitable for the operation of heavy and medium bombers.
2. The site must be readily accessible to at least two ports and be well situated with regard to road and rail communication to all areas in the United Kingdom.
3. All facilities must be in reasonably close proximity to living amenities suitable for satisfying the requirement for transplanting American civil technical personnel to the United Kingdom.
4. The depot must be suitable for maintaining and repairing American built aircraft operated by both R.A.F. and United States Air Force units in the event of our participation in operations here.

~~TOP SECRET~~

5. The depot must be suitable for supplying and maintaining advanced mobile depots similar to your salvage and repair units in North Ireland and other areas in the United Kingdom.

I have been shown possible sites, by representatives of the Air Ministry and Ministry of Aircraft Production, which will meet the requirements of the foregoing specifications. These are in the Blackpool area. I desire to submit a plan for War Department consideration which will provide a base repair depot in this area. Such a plan would of necessity have to take into consideration commitments of our Government with respect to Defense Aid and for the equipping and maintaining our own forces in all areas of United States responsibility.

In addition to the air base depot and its auxiliaries there are matters of concern to General Chaney which relate to the housing of reserve pilots and an airdrome for operational training purposes in the event of participation of our combat units in operations in this area. The Air Ministry is familiar with detailed plans in this connection. It may be that you will wish to go into this whole problem with the Air Ministry before I have your comments on my views for a base depot and its auxiliaries as outlined above.

Yours very truly,

GEORGE H. BUNT
Major General
Army Air Forces

This document sent by hand on 29 October, 1941.

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DECLASSIFIED
JCS Memo
3 Jan. 1975
By: JPLC; Date: 10/27/74

Conference on 20th October, 1941, in Room 6071
Thames House North, to decide arrangements in
connection with the establishment of facilities
for the maintenance and repair of American built
aircraft operating from bases in the United
Kingdom and in Northern Ireland.

Present :- Colonel Lyon } United States Army representing
Lt. Col. Powers. } Major General Brett, Chief
of United States Air Corps.

Air Cmdr. C.W. Weedon - D.R.M. Ministry of
Aircraft Production.

Wing Cmdr. H.I. Cozens - Air Ministry.

1. Major General George H. Brett's Visit to Northern Ireland.

Major General George H. Brett, Chief of the United States Air Corps, and staff, in company with Air Cmdr. Weedon, Group Capt. Coleman, and Wing Cmdr. H.I. Cozens, inspected the operating and maintenance facilities to be provided for United States Army Forces in the event of American participation in the War. These Notes relate primarily to the establishment of repair and maintenance facilities, and to the provision of a Depot for the supply of spare parts. These facilities would be established at Langford Lodge in accordance with the agreement reached on the 26th July, 1941. This agreement provides for Langford Lodge to be made available to the United States Army Forces operating in Northern Ireland, (upon demand after September 25th, 1941.)

NS

The Ministry of Aircraft Production, in collaboration with the Air Ministry, have provided the necessary runways, and taxi strips as requested by the United States Army representative and have entered into contract for the erection of approximately 75,000 sq. ft. of storage and manufacturing space at Langford Lodge.

General Brett agreed that Langford Lodge was a proper site for the installation of such additional facilities necessary to maintain and repair American built aircraft operated by the R.A.F., Northern Ireland.

2. Extent of Additional Facilities.

It was agreed that the additional facilities provided for the repair of American built aircraft would conform in general to the arrangements arrived at on 31st. July, 1941, whereby an outline of a proposed administrative arrangement for the operation of the United States Army force in Northern Ireland was agreed to by the Air Ministry, Ministry of Aircraft Production and by the Special Observer Group, i.e.

- (a) The repair of engines, airscrews, and other equipment to be undertaken at a site selected in England

~~TOP SECRET~~

-2-

of Scotland.

- (b) Repair facilities for airframes would be provided in Northern Ireland and would be suitable for maintaining aircraft of all types, of American origin, operating in Northern Ireland.

Note :- With regard to (a) above, the Ministry of Aircraft Production will undertake such repairs on behalf of the United States Army Forces, pending the establishment of an American operated Depot in England or Scotland.

3. Action Indicated.

(i) Major General George H. Brett, expressed his willingness to undertake immediate negotiations leading to contracts with American airframe constructors for the establishment of repair facilities at Langford Lodge to be operated under United States Government control, in conformance with the provisions of the law applicable to Lease/Lend procedure.

(ii) Wing Cdr. Cozens, agrees to provide a forecast of the types, and quantities of American built aircraft that are to be operated by the R.A.F. in Northern Ireland for the period October, 1941, to July, 1943.

(iii) Air Cdr. Weedon agrees to provide an estimate of the airframe repair facilities required for the repair of British operated American built aircraft in Northern Ireland in terms of square feet, equipment, and numbers of personnel required.

(iv) Colonel Lyon agrees to provide the Ministry of Aircraft Production with estimates of the types of aircraft to be operated, and the repair facilities required for the maintenance of American operated aircraft based on Northern Ireland.

(v) Colonel Lyon agrees to the necessity for immediately providing Headquarters, R.A.F., Northern Ireland with advice regarding the layout of Langford Lodge to suit American requirements.

(vi) Spare Parts - Major General George H. Brett, Chief of the United States Army Air Corps, stated his desire to undertake immediately the establishment of a spare parts depot to serve directly Stations utilising American built aircraft in Northern Ireland. The spare parts and stores for aircraft of American origin to be administered by United States Army personnel under administrative procedures determined to be adequate by representatives of H.A.F. Air Ministry and the United States Army, and subject, of course, to provisions of Lease/Lend Act. #2
505-6

(vii) It was agreed by Major General Brett, Air Cdr. Weedon, Wing Cdr. Cozens, and Air Cdr. Kirby, R.A.F. Northern Ireland, that Langford Lodge was a proper site for a Stores Depot.

4. Stores and Repair facilities in England and Scotland.

Major General George H. Brett stated that he was anxious to lay down a complete repair depot sited in England or Scotland, and suitably convenient to Stations at which it was

-3-

proposed that aircraft should be operated by the United States Army Air Corps. This Depot would also undertake the repair of American built equipment operated by the Royal Air Force. Major General George H. Brett agreed to make arrangements to establish this Depot immediately under the Lease/Lend Act in order to facilitate the operation of American built aircraft, whether America participated in the War or not.

Colonel Lyon asked -

- Separate
- (a) That this Depot should be completely self-contained, ~~apart~~ from R.A.F. or any other British personnel, including housing, feeding and recreational facilities for American civil staffs.
 - (b) That it must be accessible to an aerodrome.

Action required -

The Ministry of Aircraft Production, in collaboration with the Air Ministry, will offer for Major General George H. Brett's inspection, sites that are considered suitable. Consideration will be given to the acquisition of existing facilities or to the construction of the entire depot under, or by, contract with American concerns.

Major General George H. Brett would like to consider the specific requirements in both Northern Ireland and England. The requirements for airframes, engine, and instrument repair, etc. to be based on the whole American operated, and British operated aircraft of American origin, in the United Kingdom and Northern Ireland, i.e. to include plans for the "Victory" programme.

The Ministry of Aircraft Production, in collaboration with the Air Ministry to designate supplies in the foregoing specification for the inspection of Major General George H. Brett.

The Ministry of Aircraft Production to furnish Major General George H. Brett with a rough estimate of the gross repair and maintenance requirements for the Forces contemplated by the Air Ministry in the "Victory" Programme. The Ministry of Aircraft Production to furnish Major General George H. Brett, at the earliest possible moment, an estimate of the immediate requirements for airframe, engine and accessories repair of British operated American equipment scheduled on current programmes as a basis for the immediate establishment of one or more Units of a standard diversified depot in accordance with the general scheme furnished to the American Embassy by the Ministry of Aircraft Production for a model depot, and/or such modifications thereof necessary, to provide initially for operating United States Army "Mobile Depot Units".

General Brett and General McNorney concur.

Signed - G. F. Lyon.
Colonel - U.S.A.

GHB/dma.

DECLASSIFIED
DOO 105
8 Jan. 20 1994
BY NA/ML AC. Date 04/21/96

DEFERRED COPY

~~SECRET~~

October 29, 1941.

TO:

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

REPORT

1 Ferry Service(a) There seems to have been some little misunderstanding in connection with the Northern Route. I did not recommend its discontinuation, but I have urged the immediate establishment of a Southern route to take its place. For the past ten days I have pressed the British Government for immediate completion of Airport at Gibraltar for Liberator operation, and the completion of the airport at Waterloo, Freetown, to take care of Liberators with all necessary housing facilities and radio aids.

(b) I have investigated the Bathurst airdrome and from all reports believe it is suitable for Liberator operation.

(c) I have pressed both Portal and Moore-Brabazon to bring diplomatic pressure to bear which will assist you in securing permission for landing of our ferry service at Azores and Lisbon. Wilentz has not helped me on this, due to the fact that he has received no instructions from the State Department.

(d) I am firmly convinced that the 16 Liberators due for the Middle East can be ferried across the South Atlantic at once if placed in charge of Haynes, Lemay or Cochran. The west coast of South Africa is slightly ticklish, but at this time of the year good weather can be expected. If sent in flights of 3, on alternate days, Bathurst can be used, it is in a poor strategical position from standpoint of its close proximity to Dakar.

(e) I strongly urge the continuation of the Northern Ferry Service until we can get the Southern Ferry Service established.

DEFERRED COPY ~~SECRET~~ *Am 10/4/52 (16) (123)*

SECRET

2. Installations in Middle East All reports I have received indicate that this project is moving very satisfactorily. My strong recommendations pertaining to complete American control of a zone from Massawa to Gura were primarily to insure non-interference by British authorities. As I have pointed out to you, the lack of unified command in the Middle East and the fact that a civil servant Mr. Lyttleton apparently heads up the military situation, created a very poor impression in my mind. The entire administration to me is an amorphous mess from which it is most difficult to get direct action, this was the real cause. Likewise I am afraid that Maxwell may come under this influence and for that reason I desired the air installation to be directly under your control. Furthermore, they have presented many projects for the Middle East. We were first on the ground and I desire to retain our high priority and not have a diversion of effort to other projects coming under Maxwell which I do not hold to be of equal importance. In other words, Adler should be permitted to act direct with your office and not be required to go through the headquarters established by Maxwell.

3. Installations in the British Isles. I have been working strenuously in an effort to clarify in my mind and likewise in the minds of SPOBS the required installations for the work which you assigned to me. I find this is completely tied in with the plans of the SPOBS for active American participation, therefore have had to conform partially to their requirements in addition to the requirements for the maintenance of all American equipment. There has been considerable misunderstanding and indefiniteness on the part of SPOBS and the British as to what we were supposed to do.

My cable 857 was a statement of policy pertaining to the establishment of a depot. Lyon, Powers and myself feel that we must plan on what might be termed the 'maximum effort', and we should establish a policy which would govern such establishments, likewise we must have data on which to base estimates which would control the size of the installations. I separate this into two phases; first, the North Ireland, and second, England.

North Ireland North Ireland is primarily supposed to be a Pursuit installation and a Coastal Petrol installation. We are not involved on the Coastal Patrol except as it applies to the Liberators. We are very much involved on the maintenance of the Pursuit equipment. Study indicates the most important phase of this maintenance work would be the repair and maintenance of air frames with minor activities on instruments, engines, propellers and armament. The major depot in England would handle complete overhaul of engines and other items of this type. With this in mind we have selected a location at Lough Negh,

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approximately ten miles west of Belfast. There is already an installation at this point, a flight field has been constructed, hangers are being constructed, and considerable shelter for personnel is now being occupied. The British have agreed to install additional hangers, technical buildings and housing in accordance with our requirements. This installation to be utilized as a minor repair and supply depot for Northern Ireland, and for the maintenance and repair of airframes of planes utilized in North Ireland. It would in fact be a sub depot.

Last part of Cable 857. I do feel that there should be immediately despatched, a small nucleus of the various function which must be carried on in that locality. Operating conditions are peculiar, there will be a peculiarity in the type of equipment to be furnished. This can only be determined by the close touch of living under the conditions in which they have to operate and this was the basis for my recommendation.

England In our survey for this depot we have found the most congested condition south of the line Liverpool-Hull, therefore to arrive at a conclusion, we went north of that line and have picked up a suitable station about ten miles south-east of Blackpool. The station will be ready for an operational unit about 1st December, runways and perimeter having been finished, and living quarters for about 500 men and officers.

Don Davidson and Stuart Godfrey and Powers, are making a detailed survey of this location on the 2nd November and I should be able to cable you a report as to their findings at that time. We have made no commitments as to the use of this station. However, the British have committed themselves. They have indicated their willingness to turn the station over complete, and will provide additional construction as indicated by our government, that is living quarters, technical buildings and hangers. The general location as indicated is very desirable, is fed by two ports, good railroads, good road net and direct lines of communications south to operating areas. There is also excellent water transportation in the form of motor truck ferries for shipment of supplies direct to the Belfast area.

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Again let me impress upon you that in all my conversations I have made no commitments and am exceptionally cautious in this connection. However, I do feel that conversations must be held on the broad aspect, and plans must be based upon what may happen a year or 18 months from now. As far as I can determine, little action along these lines has been taken by the SPOBS so far and therefore in some ways we are starting from the ground up.

4. Organization. As I sit here I have received a cable from you indicating conflicting recommendations concerning organization. A careful perusal of my communications prior to my #815 of October 22nd, will indicate to you clearly that I made no specific recommendations. I have indicated through out that an organization must be built to handle this difficult problem. It not only involves operational changes but it is now an active supply organization. It should not operate independently as all its supplies must be carefully tied in with the plans of the SPOBS and at the present time there still exists considerable confusion. The Military Attache's office should be relieved primarily of all responsibility except routine reports of general information nature. Where the question arises as regards operational changes, development, materiel supply, materiel installations, the subject should be handled by the organization as recommended in my cable.

I do not quite understand why you state 'conflicting recommendations' as there have been no conflicting recommendations. Chaney worked on the assumption that he was responsible for this entire organization, and naturally there had to be much argument to determine whether or not it was logical.

Again let me remind you that I am 3000 miles away from Washington and that it requires very careful perusal of my cables to insure that I am not misunderstood. Your cables arrive, I usually study them, I then have Powers and Lyon study them as well as Royce to insure that I do not misunderstand what you are driving at. I get no peculiar ideas and I am not worried as to whether my work is appreciated. I received definite instructions from you and from Mr. Lovett on my departure, and backed by my knowledge of the problems which you were up against I am carrying out the work which you assigned to me. The load is yours and the responsibility is yours and to date I have the reputation of giving away less than any other American who has visited the British Isles. So please do not jump to conclusions as to my intent or future actions. This is with special reference to your caution cables and your worry about committing you before you have been given the opportunity to approve.

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5. Operational changes This subject is continually brought into the picture and to date I have not had the opportunity to get into detail. I had a long conference with Moore-Brabazon yesterday morning on other subjects and incidentally brought up this question. As will be noted from the enclosed clipping there has been a great deal of discussion on the time lag in this connection. I hope to have the depot situation cleared up this week and plan to start off the first of next week, November 2nd and clear up if possible this very difficult question. The whole thing hinges around the relationship of the Air Ministry and M.A.P. and is about in the following steps; The Air Ministry and M.A.P. get together in a committee upon the arrival of the aircraft. They go over the aircraft together make recommendations as to changes required, classified first by those that must be done to permit its use for operations, and second those changes which can be accomplished with equipment available but at a later date, and those changes which are desirable but for which parts are not available and to be done at a considerably later date. This process normally takes two weeks. After the changes that must be done are decided upon, then drawings and engineering data must be prepared and parts manufactured. This normally takes from two to three months. However, with more improved equipment this time may be cut. This data is then transmitted to the BAC for incorporation in production models and often it occurs that the MAP will not transmit this information to the BAC until actual test has been made. Therefore, it may readily occur that the BAC does not get the information on these operational changes until four months has passed. The above is just a sketch of what I can find out today.

Everybody is anxious to help and willing to try something but nobody has yet had the courage to direct that something be done. All the various branches are protecting their own interests and creating alibis. Therefore, I feel as if, to actually accomplish anything, the matter has got to be taken and worked out with Portal and Moore Brabazon. Again let me repeat that I am firmly convinced that the BAC is antiquated and that they do not appreciate the terrific importance of the people who are sent back on short visits. As you know, Messiter was in Washington for very nearly ten days before anyone saw him. In my position on the Joint Aircraft I did not even know that Harris was supposed to be in charge of operational changes. In speaking of this subject around London, quite often he has been referred to as the man who should have insisted upon these changes. I got the impression that Roderick will should really swing

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a big stick, and yet my reaction to him while sitting on the committee was that he was just a technical advisor with no great authority. In other words, the Military personnel has been submerged by the civil servants. The civil servants have already been in the United States for at least two years. Therefore, their perspective is rather aged. Will give you a more detailed report on this at a later date.

G. H. BRETT
Major General
Army Air Forces.

(1)

Now understand from Royce that Winent has taken this matter up with Eden and is pressing the issue in spite of the fact that he has received no instructions. This is apparently the result of the fact that I saw him three days ago and tried to impress him with the immediate necessity of securing authority for ferry service through Azores and Portugal.

* Concerning operational changes, Royce informs me that you have received a copy of CNAAS notes, subject American Aircraft Administrative machinery for a conversion and subsequent modifications, which includes five mimeograph sheets concerning processes for handling changes on aircraft. Suggest you study this and it may give you some idea of the problem we are up against when we go into conferences on eliminating time lag in operational changes.

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GHB/dma.

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DDC 198

On 06-20 June 1975
ADOKK LC Date 10/12/76

October 30, 1941.

HAD DINNER LAST NIGHT WITH TRENCHARD.

MOST INTERESTING CONVERSATION ON STRATEGIC AND TACTICAL USE OF AIRCRAFT. HIS PRESENT CONCEPTION INVOLVES THE USE OF HEAVY BOMBERS AS A PSYCHOLOGICAL EFFECT UPON THE HEART OF GERMANY. HE MADE THE STATEMENT THAT HE DID NOT UNDERSTAND WHY ENGLAND HAD NOT PURCHASED ALL AVAILABLE HEAVY BOMBERS FOR THE LAST TWO YEARS. HE WOUND UP WITH ONE VERY IMPORTANT STATEMENT, BASED ON HIS ENTIRE PAST EXPERIENCE, IT WAS - " THERE MUST BE FOUR PLANES BEHIND EVERY ONE IN OPERATION AND EACH PLANE MUST HAVE A COMPLETE COMPLIMENT OF 25% SPARE PARTS". HE STATED HE HAD FOUGHT BEAVERBROOK ON THIS SUBJECT FOR THE LAST YEAR AND A HALF, AND HE FURTHER STATED THAT HE HAD TOLD BEAVERBROOK THAT THE MANNER IN WHICH HE, BEAVERBROOK, WAS BUYING AIRPLANES WAS SIMILAR TO THE QUESTION OF BUYING AMMUNITION - IF YOU HAVE A MILLION ROUNDS OF AMMUNITION IT DOES NOT MEAN THAT YOU SHOULD HAVE A MILLION MEN AND A MILLION RIFLES, SO THAT EACH MAN FIRES ONE SHOT! SPARE PARTS AND RESERVE OF AIRCRAFT ARE ABSOLUTELY MANDATORY IN FIGHTING THE WAR - STOP PRODUCTION AND PROVIDE SPARE PARTS.

SECRET

Telephone conversation between MR. MILLAR of VULTEE AIRCRAFT INC. and Merrill C. Meigs - 12-1-41.

MR. MEIGS: Are you all buttoned up with Mr. Fleet?

MR. MILLAR: We are all buttoned up, the only thing that can possibly happen now would be some catastrophe of the stock market which would prevent us getting our money in due course from the sale of convertible preferred stock. The contract with Fleet is all signed, sealed and delivered.

MR. MEIGS: You will make some, I suppose, some announcement officially about what he is going to do, where and when.

MR. MILLAR: No. Now I'll tel you, as a matter of fact I had you on the list to call right now. I'll be glad to tell you now, briefly. He resigns as an officer and director of Consolidated when this thing is completed. He is retained at a strictly advisory capacity for five years. We have the benefit of his advice if we want it. If we don't ask for it it isn't to be proffered. He will probably take a vacation after we familiarise ourselves with things. There are a lot of things we have got to know because a lot of the company is in his head, as you know.

He will not own any stock of Consolidated, nor will his family with the exception of his son, Dave Fleet, who I've asked to stay on because I think very well of the young man. He is quite a conservative young fellow and I think approaches things very differently than his father does at times. The Major has a note in the first instance in the amount of \$1,665,000, which is secured and to be paid off by Vultee's stock. We expect to market that stock and pay off that note. The worse that could happen would be that he become a stockholder in Vultee in an amount not more, and probably less, than \$225,000 shares but that stock will probably be marketed either simultaneously with the preferred stock or shortly thereafter, so that on the completion of that transaction he won't own stock in either Consolidated or Vultee. The management of Consolidated, Harry Woodhead, will go in as Chairman of the Board. I'll go in as President. Mac Laddon will be the senior executive under us. We expect, of course, to use Vultee's facilities, an important function in the new bomber program, to take up our excess facilities, both here and at Nashville.

MR. MEIGS: Well, that pretty well covers it, doesn't it?

MR. MILLAR: I think it does, Babe, I think that is about all there is.

MR. MEIGS: Do you want me to make a little transcript of this and give it to some of our associates here, or do you want to call them all?

MR. MILLAR: You are head of the Aircraft Section and I feel I am in very good hands.

MR. MEIGS: All right, I'll pass this around to Mr. Knudsen, Admiral Towers, General Arnold and anybody else.

505

Now, do you have a man by the name of Fenwick? He's your representative here?

MR. MILLAR: He's our Sales Manager. He's in the East at the moment. Our Washington representative is a fellow by the name of Hultitt.

MR. WEIGS: Oh, yes, that's right. I think I have met Fenwick. Is he going across to the other side, do you know?

MR. MILLAR: He was, but there is a hold up on it. There was some embarrassment some place. After all the written permissions were given and visas given and everything, request was made to hold it up which he has consented to.

MR. WEIGS: Maybe they didn't want a salesman over there.

MR. MILLAR: He wasn't going over on that basis. He and Palmer, our Chief Engineer, Vice President in charge of engineering, were going over to look see how things were doing over there -- to see the new models of German aircraft show down and also to see the new British models; also to prepare themselves to pick up any knowledge they should have in connection with B-24s, preliminary to our getting into that situation formally. The whole thing is called off.

We want to cooperate, if there is any misunderstanding we wouldn't want to force the issue. He had written permission from everybody and probably could have gone ahead, but we didn't want to do any impinge on anybody's part.

MR. WEIGS: Another thing. Have you done anything about that fellow Berrand?

MR. MILLAR: I have been up to my ears and couldn't. I have been down in San Diego completing this contract. I have him on my calendar to call today.

MR. WEIGS: I should think under this new scheme that he would be just a cracker jack for you.

MR. MILLAR: We have a hell of a tight schedule in financing these registration statements, proxy statements, stockholders meetings.

MR. WEIGS: Production coming along all right, is it?

MR. MILLAR: Yes. I think we did 233 trainers plus the equivalent spares. We could have done a lot more. We were way ahead of contract schedule and we were about 107 or 108% ahead of our manufacturing schedule. We got a whole lot done in Nashville.

MR. WEIGS: You mean that dive bomber for Nashville?

MR. MILLAR: For Britain and you. It's coming along fine now.

A.515

~~SECRET~~
DECLASSIFIED

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DOD INS
8 Jan. & 20 June 1974
By: AA/14.10. Eno. 10/12/74

Northern Ferry Route.

45 2.1. 10/12/74

AAF/A-6
JTY/mmb

3. AAF C/AS C/AC 1/51 12/13

- 1. For information.
- 2. Return to the Air Staff.

SECRET
DEC 17 1941
AAG

Incls:
Incls n/c *W/Sy*

CS
C/AS

HEADQUARTERS		ARMY AIR FORCES				COORDINATION				
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics
	<i>[Signature]</i>					<i>[Signature]</i>				

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AAF-39

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10/12/76

Northern Ferry Route.

1 C/AAF AAF 1941
C/AS 12/6

Read and notify those concerned.

H.H.A.

Incls:

Ltr 10-29 to Gen. Arnold from Gen. Brett reporting on Ferry Service.

Ltr 10-30 to Gen. Arnold from Gen. Brett.

Cy ltr 10-29 to Moore-Brabson from Gen. Brett.

Mimeographed cy "Most Secret" of Conference on 10-20, Thames House North, /s/ Col. Lyon, 2 pages.

Cy tel. cover. 12-1 bet. Mr. Millar, Vultee Aircraft and Mr. Briggs.

2 AAF AAF 11/13
C/AS A-4

Necessary action

CSJ

A-515-

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Avi 2452.1 Pmg 125

DECLASSIFIED
DDO lrs

8 Jan. & 20 June 1976
By *ACW/ke* AC Date *10/12/76*

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

HEADQUARTERS ARMY AIR FORCE
~~ROUTING AND RECORD SHEET~~

~~CLASSIFIED~~

10/24

File No.

Tally No. AAF

SUBJECT: Release of 17 P-39 Airplanes to the British.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-3 ISV-da
1	AAF C/AS	AAF CAAF	1941 10/23	<p>1. The Air Staff recommends the release of 17 P-39 airplanes to the British <u>only</u> if replaced by an equal number of P-40E airplanes from British contracts. Since British P-40E airplanes will not be suitable for use in the United States, or its possessions, until American prototypes of VHF equipment become available (estimated March, 1942), it is desired that the exchange, if made, take place at that time.</p> <p>2. The British are scheduled to receive 17 P-39's in April, 1942, from <u>British</u> contracts.</p> <p>1 Incl.-Ltr frm RAF Delegation to Arnold 9/25/41 (A.21232/41).</p>	<i>AS England (12)</i>
				<p><i>Letter written for Gen A's sig stating none available to me there now on hand in G.D. file</i></p>	

CS
C/AS *ghe*

(Do not use reverse side)

Page No.

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

~~CONFIDENTIAL~~

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DDO ltr.

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1 Apr. & 20 June 1974
10, Date 12/27/74

WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

BY AUTHORITY OF A. C. OF S. WPD

12/6/41 Date Initials CWY

AG
G-

SUBJECT: Provision of aircraft for protection of shipping in Western Approaches.

Date December 1941.

TO:	C/S	G-1	G-2	G-3	G-4	CG	Army
	TAG	WPD	USW	ASW	ASWA	CG	Army Corps
	AC	BLP	BOWD	ExRA	NGB	CG	CA
	INF	FA	CAV	CAC	ENGR	CG	Dept.
	ORD	QMG	CSO	SG	FIN	✓	Chief, Army Air Forces
	GHQ	JAG	CWS	IG	B/PR		

FOR:	S/W directs	Comment or concurrence	Necessary action
	Draft of reply	Remark and recommendation	Information for reply
	Direct reply	Inviting attention to	Ind. approved
	Approved	See notation of	Primary interest
	Disapproved	✓ Information	Notation and return
	File	Consult	Noted

By: Spec'l Msgr Radio Air Mail Immed Action Ltr Letter

30 Army Air Forces

DEC 6 41

AAO Received

C. K. Gailley
C. K. GAILLEY,
Major, General Staff,
Executive, WPD.

1 Incl:

Ltr. from Brit. Joint
Staff Mission in Wash.
to Comdr. McDowell,
C.S.(47) 55 (12-3-41)

DEC 12 41 AM



RECEIVED
AIR WAR PLANS DIV.

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12/27/41 England (123)

452.1 England (123)

BRITISH EMBASSY ANNEX,

WASHINGTON, D.C.

3rd December, 1941.

~~NO. 7/20/41~~

G.S. (47) 58

Subject: Provision of aircraft for protection of shipping in Western Approaches.

DECLASSIFIED
JCS Memo
2 Jan. 1975
By: 367 LC; Date: 10/27/76

Sir,

1. The Joint Staff Mission has been informed by the British Chiefs of Staff that the following personal telegram has been sent from the First Sea Lord to the Chief of Naval Operations:-

"(a) The protection of our shipping in Western Approaches during coming winter is causing us the greatest anxiety because our resources in long range patrol aircraft are completely inadequate. We have sufficient short range aircraft, which have proved effectiveness of air escort as a deterrent submarine attack and have driven the enemy to operate mainly beyond their range.

(b) For some 400-600 miles from our shore in which the enemy is likely to operate with greatly increasing force this winter, we require at least 100 initial equipment Catalinas or aircraft of equivalent range. We have at present only 37 Catalinas and expected deliveries from U.S.A. and Canada through June 1942 will not suffice to replace wastage, let alone expand this force. We are thus compelled to leave convoys without air protection for 85 per cent of their time of passage through this zone.

(c) I would be most grateful therefore if you would consider this problem from the broad view point of balance of strategic needs and decide whether it would be expedient to divert, at least temporarily, further long range aircraft or units to Eastern Atlantic for a purpose so vitally important to the common cause."

2. The Joint Staff Mission have been instructed to explain to the Chief of Staff and Chief of Naval Operations that the above request has the full backing of the three British Chiefs of Staff.

Respectfully,

(Signed) R.D. Coleridge, R.F.G. Jayne,
Commander, R.N. Major.

Joint Secretaries,
British Joint Staff Mission in Washington.

Commander L.R. McDowell,
U.S. Secretary for Collaboration,
Navy Department,
Washington, D.C.

U. S. SECRET
BRITISH MOST SECRET

20220524 England 123

THE TIMES TUESDAY NOVEMBER 11 1941

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ING

**AIR SUPPORT FOR
TROOPS**

**SIR T. BLAMEY ON NEW
SYSTEM**

FROM OUR CORRESPONDENT
SYDNEY, Nov. 10

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General Sir Thomas Blamey, Deputy
Commander-in-Chief, Middle East, who
arrived here by air on his way to Can-
berra, where he will confer with the
Federal Government, said that air support
for the troops in the Middle East was now
satisfactory. A new system had been
evolved, by which squadrons could be
switched in support of troops as if the
squadrons were artillery regiments.

The equipment of the troops, he said, had
been generally good except in the case of the
9th Division, A.I.F., which was caught un-
prepared in Libya. The equipment was good
in Greece, but the lack of numbers and the
German air superiority was the weakness there.
The British in Greece numbered only two divi-
sions and an armoured brigade, whereas
during the retreat the Germans brought up two
armoured divisions, one mountain division,
and two other divisions.

The position in Crete was difficult owing
to the inadequate equipment of the troops,
who had left all their heavy equipment in
Greece. Many guns were sent to Crete, but
half of them were sunk on the way. If there
had been adequate air support, good equip-
ment, and proper organization Crete could
have been held. The Germans had not merely
air superiority there but air monopoly, which
enabled them to land 15,000 men from the air.

There had been inadequate air support in
the early days at Tobruk, but that had im-
proved now. All the divisions of the A.I.F.
were now at full strength, but the flow of
reinforcements must be maintained. Austra-
lian-made weapons arriving in the Middle East
were as good as anyone could wish. Piece
by piece the British equipment was a little
better than that of the Germans. General
Blamey added that the Suez Canal ports, which
were designed for small peace-time require-
ments, were being marvellously improved, but
this took time and was one of the problems
of getting supplies to the Middle East.

In a broadcast to the nation, General
Blamey made a fervent appeal for rein-
forcements. He said he was astounded
at the complacency with which some
Australians viewed the war.

Everyone must realize (he said) that the
British people must fight or perish, and that
the enemy had gone a long way towards
achieving the conquest of the world. The
A.I.F. still had their backs to the wall, and
if Australia's young manhood did not enlist
in greater numbers, they would be on their
shoulders if their country were finally invaded
and overwhelmed.

SHAN STATES WAR GIFT

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before any action with 20 mm
Tests should be made

THE SUNDAY TIMES, NOVEMBER 9, 1941

A WAY TO STOP PANZER ATTACK

Big-Cannoned Fighters As Tank Killers

By PETER MASEFIELD,
"Sunday Times" Air Correspondent

The Russians have discovered a way to stop the German mechanised columns. It is the large-bore shell-firing cannon aimed from the air. Speed, mobility, and weight of fire are the three essentials needed to stop the tanks. All are fulfilled in the aeroplane which carries the large-bore cannon—and so far in that alone.

The question is whether Great Britain and the United States can supply Russia—and themselves—in sufficient numbers and quickly enough to turn the scale. Once again equipment is the key to the situation.

Neither the large-bore cannon nor its application are new. A 37 mm. cannon was used by the great French pilot Goussier and others in 1918. The R.A.F. experimented with it on the Blackburn Perth in 1932. The Bell Airacobra was designed around the 37 mm. cannon four years ago. Yet American reports speak of an output of only some twenty-five of these guns each month.

MACHINE-GUNS USELESS

Fighters armed with machine-guns are useless against tanks, as we saw in Libya. Fighters armed even with 20 mm. cannon are not tank killers, as the French found in May, 1940. A cannon of at least 37 mm., the equivalent of about 1½ inches, is needed. Given such cannon in sufficient numbers in suitable aeroplanes we can smash the German attack.

Panzer Divisions will not be stopped by artillery on the ground, which usually cannot be moved fast enough to meet the tanks in their free manoeuvres across country. They have never been stopped yet; in Russia they have gone forward steadily at ten miles a day despite the opposition of thousands of tanks.

They can be stopped from the air, but the campaigns in France and Russia have shown that neither bombs nor machine-guns are going to do it. Tanks are vulnerable only to high-velocity shells which are in effect a stream of accurately-directed armour-piercing bombs. The 37 mm. cannon fires slowly but it throws a shell which weighs 1 lb. and can pierce armour 1½ inches thick up to an angle of 22 degrees.

The only way to give this form of artillery the requisite mobility is to mount the guns in aeroplanes. Take a standard single-seat fighter and fit cannon to it, take a two-motor fighter and add still more ammunition, or take a fast "attack bomber" and equip it with the big cannon in a power-driven turret. Fixed cannon must be aimed in shallow dives, bringing the whole machine to bear. Movable cannon can be aimed independently.

ROLE OF AIRACOBRA

Although the Bell Airacobra was designed round the 37 mm. cannon, the very few in this country so equipped have not yet been given even test flights. Instead, we equip the Airacobras with 20 mm. cannon for use as a fighter, for which it is not ideally suited. If the Airacobras were equipped with the 37 mm. cannon with no other armament in the fuselage, and all the space were used for ammunition, it would make a deadly tank killer when protected by a fighter screen above. Similarly the Beaufighter would take two big cannon and a large store of ammunition. For the fitting of movable cannon the new Martin Marauder would seem to be ideal.

Improvisation, conversion, production—all are essential. The bottleneck is the supply of guns. There a tremendous effort is needed. The remedy is prescribed at last, but we have still to provide ourselves with the means to apply it.

Tank against tank is the orthodox view of how modern battles should be won. Yet that has not been Germany's way. The Germans prefer to oppose tanks to infantry and the lighter forms of mechanised vehicles. The Allies should aim at beating the tank with something as much superior to the tank as the tank was to mechanised infantry.

The Luftwaffe has failed to save the Reich from assault. When the tank can no longer win glory for it, the Germans will know their hopes to have been in vain.

Hurricane as Bomber—Black Page

WASTED CHANCES IN WAR

A-2

GHB/dma.

AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE
1. GROSVENOR SQUARE, W. 1
LONDON, ENGLAND

November 14, 1941.

SECRET.

DECLASSIFIED

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

4521 England (12)

Dear Hap:

Visited the 11th Group, which has already been visited by various other officers, and on which you have undoubtedly received reports. It is the group which defends London and is divided into seven sectors. As repetition of what you have probably already been told, emphasis was placed on the following points:

First: The turn around. In actual operations the turn around is of tremendous importance, that is a plane must be kept in the air the maximum amount of hours. This can only be done where arming, bombing and gassing facilities are rapidly available, with sufficient number of men to be placed on each airplane so that it can receive all services and checking at the same time. This matter was brought up on numerous occasions by the personnel of the various stations I visited.

Second: Based upon the above it needs 18 planes to keep 12 in the air. (In the Squadron)

Third: It takes 30 pilots to keep 12 planes in the air under severe operating conditions of five hours per pilot per day.

Fourth: It takes twenty men on the ground per plane that is to maintain 18 airplanes with 12 in the air you must have a squadron strength of 360 men.

This does not include station overhead or station operations, this is purely the tactical organization personnel.

Yours sincerely,

[Signature]
G. H. BERT,
Major General,
Army Air Forces. *See Ab. 4521 Eng (12)*

DECLASSIFIED
SECRET.
By: [initials] EC; Date: 11/12/76

GHB/dma.

DECLASSIFIED
DOO 103
8 Jan 20 10:00 1976
By: A11106, 103, Desc: 1512-176

November 14, 1941.

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

~~SECRET~~

Dear Map:

Visited the 11th Group, which has already been visited by various other officers, and on which you have undoubtedly received reports. It is the group which defends London and is divided into seven sectors. As repetition of what you have probably already been told, emphasis was placed on the following points:

First: The turn around. In actual operations the turn around is of tremendous importance, that is a plane must be kept in the air the maximum amount of hours. This can only be done where arming, bombing and gassing facilities are rapidly available, with sufficient number of men to be placed on each airplane so that it can receive all services and checking at the same time. This matter was brought up on numerous occasions by the personnel of the various stations I visited.

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Fourth: It takes twenty men on the ground per plane that is to maintain 18 airplanes with 12 in the air you must have a squadron strength of 360 men.

This does not include station overhead or station operations, this is purely the tactical organization personnel.

Yours sincerely,

~~SECRET~~

DECLASSIFIED

G. H. BRYANT

008452

DECLASSIFIED
 BY: 6142/MS/10/124
 ON: 01/14/2010

~~SECRET~~
 RELEASE

Airplane to U.K.

5. AAF C/AS CCAC (ACFC) 1941 12/26

AAF/A-2
 ALB-ghf

1. Recommendation in 4 of Item No. 2 above, is concurred in.

2. It is recommended that, in accordance with General Arnold's wishes, these records be maintained, and that this be done by the ACFC.

~~SECRET~~

C. S.
 C/AS

(Forwarded w/orig. R&R)

Dispersed
 DEC 31 1941
 AAG

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

AAF-20
 On 28 Nov 41 [Signature]

COPY

DECLASSIFIED
GPO 1964

8 Dec 4 10 30 AM '74
ALR/ekp Dec 10/12/76

SECRET
~~SECRET~~

SUBJECT: Airplanes to U.K.

AAF/A-2
ALR/ekp

1. AAF OCAC 1941
A-2 Intell. 12/15

1. Forwarding the inclosed for summarization.
2. This summary to be kept up to date.

M. F. S.
C/A-2

Incl.
cy of ltr fr ACFC, Control
Station, Newfoundland AB to
Gen. Arnold, 11/29/4/list of
airplanes flown by RAFFC to U.K.
Sept. 1 to Nov. 15, 1941, inclusive.

OCAC: 2-B
JFO:mlc

2. OCAC AAF/ 1941
Intell. A-2 12/22

1. These records are kept in the Operations Office of the Air Corps Ferry Command.
2. No such records have ever been kept in the Intelligence Division.
3. It is felt that the summary directed above should be kept by the agency that has such reports available.
4. It is therefore, recommended that this communication should be forwarded to the Air Corps Ferry Command.

Incl. n/c

JGT
Chief, Intel. Division.

SECRET
~~SECRET~~

~~SECRET~~
 RECORDED

DECLASSIFIED
 DD Form 1300
 10 Jan 60
 BY: [unclear] / [unclear]
 DATE: 10/14/76

Airplanes to U.K.

AAF/A-2
 ALR/ekp

- 1 AAF OCAC 1941 1. Forwarding the inclosed for summarization.
 A-2 Intell 12/15 2. This summary to be kept up to date.

M.F.S.
 C/A-2.

Incl.
 cy of ltr fr ACPC, Control
 Station, Newfoundland AS to
 Gen Arnold, 11/29, w/ list of
 airplanes flown by RAFFC to U.K.
 Sept. 1 to Nov. 15, 1941, inclusive.

4521 England
 (116)

Dispatched
 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- W/D	A. Insp.	Budget	Sta- tistics
				<i>DM</i> <i>for</i> <i>SAF</i>						

~~SECRET~~

AAF-39

DECLASSIFIED
DOD 505

8 Jan 6 10 June 1974
By: NAAC / ACI / DAW / 10/12/74

~~SECRET~~

General Arnold:

The attached information was received in the Operations Office, ACFC, as per your request, from Gander Lake, Newfoundland.

12/9/41

From C.G. AAF

To: A-2

Have someone summarize these and keep the summary up to date

H H A

~~SECRET~~

DECLASSIFIED
DOD 505

8 Jan 6 10 June 1974
By: NAAC / ACI / DAW / 10/12/74

~~SECRET~~

~~SECRET~~

AIR CORPS FERRYING COMMAND
CONTROL STATION
NEWFOUNDLAND AIR BASE
APO 801-C

November 29, 1941

SUBJECT: Airplanes to U.K.

TO: Major General H. H. Arnold, Office, Chief of the Air Corps, Washington, D. C., through channels.

1. At request of Major General Gerald C. Brant, A.C. Commanding General, Newfoundland Base Command, St. John's, Newfoundland, this Control Officer has been verbally instructed by Major D. F. Meyer, A.C. to secure a list of all aircraft flown from Gander Airport, Newfoundland to U.K. by the Royal Air Force Ferrying Command from September 1st, 1941 inclusive to date, and forward this information to you Sir, through the Commanding Officer, Air Corps Ferrying Command, Office, Chief of the Air Corps, Washington, D. C.
2. The information includes to November 15th, 1941.
3. This Control officer is relieved from duty at this station as soon as air transportation to Montreal, or Washington is available, according to message received here from Lt. Col. Paul E. Burrows, Liaison Officer, Air Corps Ferrying Command, Montreal, P.Q..
4. The Commanding Officer, 1st, Reconnaissance Sqdn., this Post, has designated 2nd Lt. A. R. Lind, A.C. to carry on this work temporarily. Lt. Lind has been instructed by this control officer to carry on the list and report to you daily and monthly as instructed.
5. This Control Officer is also sending a copy of this list, which is a duplicate to the original he got from the RAFFC, Gander Airport, Newfoundland, to the Commanding General, Newfoundland Base Command, U.S. Army, St. John's Newfoundland.

Vernard A. Grant
Captain, Air Corps
Control Officer

- 1 Incl.
Envelope containing list of Airplanes flown by RAFFC to U.K. Sept. 1 to Nov. 15, 1941 inclusive.

forward w/original - enc.

~~SECRET~~

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

Date Nov. 25, 1941

TO:

- Chief of the Army Air Forces. (14)
- 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

*W. W. Dick
To be continued
in a
month.*

W. W. DICK,
Lt. Col., A.G.O.
Air Adjutant General.

A.A.F-10-A.

1. A^WFC CA^WF thru CAC 11- 1 sent in accordance with H.H.A. request
 2. AC AAG 11-24 Forwarded

452.1 Bury (116)

3 Air AG ACFC 12-5 Special report has been noted by General Arnold and withdrawn for file. The General desires that the original request of Nov. 12, 1941 that a status report be submitted each week be now modified to provide that such a report shall be furnished him twice each month.

W.W.D.
Air A.G.

Incl. withdr.

DISPATCHED
DEC 6 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-WFD	A-Insp.	Budget	Statistics	

AAF-39

DECLASSIFIED

~~SECRET~~ (BRITISH SECRET - EQUALS U.S. CONFIDENTIAL)

In Your Reply
Kindly Quote

Memorandum From ROYAL AIR FORCE FERRY COMMAND (OPERATIONS ROOM)

To LT. COL. P.E. BURROWS, A.C., LIAISON OFFICER,
U.S. ARMY AIR CORPS FERRY COMMAND.

DECLASSIFIED
DOD Itra.

8 Jan. & 30 June 1974
By: *al/10* Date: *10/15*

NOVEMBER 16TH, 1941

In reply to your request we submit herewith the daily arrivals, by type, at Gander and in the United Kingdom since September 1st, 1941.

DATE	ARRIVED GANDER			ARRIVED U.K.		
	Hudsons	Liberators	PBY's	Hudsons	Liberators	PBY's
Sept. 1	7			1		
6	17		1			
7				8		1
12	10					
13	2			16		
14	1			10		
15				3		
17	13					
20	7					
21	5			14		
22				7		
24	16					
25	3	1				
26	1					
27	6			19	1	
28	3					
30	4	1				
Total	95	2	1	78	1	1
Oct. 1		1		12		
2	4					
3				4	2	
4				5		
7		1				
9	1					
10	1					
11				1		
13				2	1	
14	2	1				
15		2		2	1	
16	2	1				
17		1			2	
18	1					
22		3		3	2	
23	1	1			3	
24				1		
25					1	
27		5				
28		1			1	
30		4				
31			1			
Total	12	21	1	30	13	

116

AM 20457.1 England

~~SECRET~~

DECLASSIFIED - 2 -

In Your Reply
Kindly Quote

Memorandum From

To LT. COL. P.E. BURROWS

NOVEMBER 16 1941

DATE	ARRIVED GANDER			ARRIVED U.K.		
	Hudsons	Liberators	PBY's	Hudsons	Liberators	PBY's
Nov 3					7	
5		4	1			
6		1			2	1
8					3	1
9		1				
11		1				
12		2			3	
14		1				
15		1				
Total		11	1		15	2

TOTALS

	ARRIVED GANDER			ARRIVED U.K.		
	Hudsons	Liberators	PBY's	Hudsons	Liberators	PBY's
Sept	95	2	1	78	1	1
Oct	12	21	1	30	13	
Nov (to 15th)		11	1		15	2
Total	107	34	3	108	29	3

Monstons

E.S. CRISTINE
OPERATIONS OFFICER.

~~SECRET~~ (BRITISH SECRET EQUALS U.S. CONFIDENTIAL)

504/22/1

DECLASSIFIED
DDO
8 Jan. 8 20 1984
By: NA/MLP MCI Date: 8/15/84

~~SECRET~~

Information to be Secured from Newfoundland.

- 1. General General 11/12 1. It is desired that the following information be
Arnold "pastz 1941 secured weekly by radio from Newfoundland.

- a. Number of airplanes by types landing daily at Gander Lake for ferry to England.

- b. Number of airplanes by types flown from Gander Lake for the British Isles each day.

- 2. This information was furnished sometime ago and then for some reason or another it ceased coming in. It is very important that this be started again with the least possible delay. A wire should also be sent to Newfoundland getting the total number of airplanes by types sent to England since the first of September.

H.H.A.

- 2. Air AG OCAC 11-13 1. It is desired that the Air Corps Ferrying Command take the necessary action to obtain the data desired.

W.W.D.
Air Adjt. Gen.

~~SECRET~~

~~SECRET~~

SI 1/4/2
R.A.F.
S01/22

ROYAL AIR FORCE FERRY COMMAND
BRITISH AIR MINISTRY

DECLASSIFIED
JCS Memo
8 Jan. 1976
By LC; Date

Dorval, Quebec
November 17th, 1941.

SUBJECT: Aircraft Deliveries to Gander, Newfoundland, and
 United Kingdom by R.A.F. Ferry Command

TO: Commanding Officer, Air Corps Ferrying Command
 Office Chief of the Air Corps, Washington, D. C.

1. In accordance with recent telephone request from Captain Earl W. Estelle, A.C. and my telephone conversation of this date with the Commanding Officer Air Corps Ferrying Command, there is enclosed herewith tabulation showing the deliveries of aircraft by type each day since September 1, 1941 at Gander, Newfoundland, and the United Kingdom, together with totals for the months of September, October and to the 15th day of November. It is understood this report was requested by Major General H. H. Arnold.

2. Attention is invited to the fact that report shows 107 Hudsons delivered at Gander whereas 108 delivered to the United Kingdom. This was due to one Hudson being on hand at Gander on August 31, 1941.

Paul E. Burrows
Paul E. Burrows
Lt. Col. Air Corps
Liaison Officer

DECLASSIFIED
JCS Memo
8 Jan. 1976
By LC; Date 10/12/76

~~SECRET~~

air 20457. England

DECLASSIFIED
 DOD 955
 8 Jan. & 20 June 1974
 BY: AAV/11
 10. Date 10/12/74

HEADQUARTERS ARMY AIR FORCES
 ROUTING AND RECORD SHEET

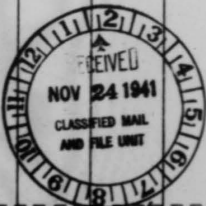
Note.--A line will be drawn across sheet after each comment.

File No. _____
 Tally No. AAF/ _____

Subject: Mosquito Airplane.

475

NO.	FROM	TO	DATE	COMMENTS	AAF/AS GMB/mw
1.	AAF C/AS	AAF A-4	1941 10-31	<p>1. General Arnold desires that action on the Mosquito Airplane be followed up.</p> <p>2. I believe there has been some previous correspondence on this airplane.</p> <p>3. Follow up and do not let the matter die.</p> <p>4. Submit report on present status.</p> <p><i>Call for C. S. C/AS</i></p> <p>1 incl. Report No. 44639, 9/26/41, M.A. England, (Copy #1) w/3 atts."The Mosquito Airplane"</p>	
2	AAF C/AS	C/AC	1941 11/18	<p>1. It is understood that correspondence on the Mosquito Airplane has circulated between Experimental Engineering Section and Wright Field.</p> <p>2. It is requested that a report be submitted covering comments and recommendations that may have resulted from the correspondence referred to above.</p> <p>3. Request report be expedited. Information is particularly desired relative reports from Air Corps observers in England also relative desirability of obtaining airplane for evaluation purposes.</p> <p>Incls: Report No. 44639, 9/26/41 M.A. England, Copy #1 w/3 atts."The Mosquito Airplane."</p>	AAF/A-4 JJO/emd
3	<i>see that Bill</i>		<i>11/25</i>	<i>For reports requested above</i>	



CR-661
 67-950 C6758
 A11/24(21-B) X1-540

(Do not use this side)
 CONFIDENTIAL
 Page _____

W-4071, AC, Rev. 8/1/41

air att 457.1 England (115)

DECLASSIFIED
 (U) 105
 8 Jan. 6 22 June 1974
 100-10116 AC, Date 12/12/76

OFFICE OF THE CHIEF OF THE AIR CORPS
~~CONFIDENTIAL~~
 ROUTING AND RECORD SHEET

1968

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

File No. -----
 Tally No. AAF/ -----

Subject: "Mosquito" Airplane.

NO.	FROM	TO	DATE	COMMENTS
4.	OCAC (4-E-3)	AAF C/AS	1941 12/11	<p>1. All "Mosquito" airplane drawings and data as received from England were forwarded to Wright Field on June 4 and July 14, 1941 and were made available to interested contractors after authorization was given by the British Air Commission in October, with the understanding that the data in question should only be made available to manufacturers who have executed secrecy agreements, and with the further understanding that all patent and commercial rights be reserved.</p> <p>2. Attention is invited to attached extract from R&R dated 9/2/41, from Materiel Division to Chief of Air Staff, which indicated considerable question as to this particular British airplane fulfilling any needs of the Army Air Forces. Further, the attached report on the "Mosquito" indicates that its structural strength is quite likely less than that for standard American practice. It would appear desirable, therefore, that a complete "Mosquito" aircraft be obtained from the British for evaluation and test of the actual article prior to rendering final decision on whether or not such aircraft is suitable for the Army Air Forces.</p> <p>3. Action is being initiated by this office to secure a "Mosquito" airplane from the British for flight test and evaluation purposes.</p> <p>2 Incls. Incl 1 - n/c Incl 2 - Excerpt R&R Item 4, 9/2/41.</p> <p><i>AMB</i> <i>FM</i> M. S. F. Executive</p>

DECLASSIFIED
EKS 105
8 Jan. & 20 June 1994

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

2568

CONFIDENTIAL

File No.

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

Tally No. AAF

SUBJECT: "Mosquito" Airplane.

NO.	FROM	TO	DATE	COMMENTS
5	AAF A-4	1. C/AS 2. A-3	1941 12/16	<p>1. For your information as to the present status of "Mosquito" airplane.</p> <p>2 Incls: n/c</p> <p style="text-align: right;">AAF/A-4 JJO/emd</p> <p style="text-align: right;"><i>WJH</i> EPS C/A-4</p>
6	A-3	A-4	12/27	<p>Noted</p> <p>2 Incls: n/c</p> <p style="text-align: right;">AAF/A-3 OSP/var</p> <p style="text-align: right;"><i>WJH</i> C/A-3</p>
7	A-4	AAF	12/31	<p>No further action necessary.</p> <p>2 File</p> <p>my A Report 44639 of 9/26 returned to Intel Div</p> <p style="text-align: right;">A-4</p> <p style="text-align: right;">4573.1 England</p> <p style="text-align: right;">(115)</p>

DECLASSIFIED

(Do not use reverse side)

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

CONFIDENTIAL Page No. _____

SUBJECT: Information to be secured from Newfoundland

1. General Arnold to General Spatz

It is desired that the following information be secured weekly by radio from Newfoundland.

a. Number of airplanes by types landing daily at Gander Lake for ferry to England.

b. Number of airplanes by types flown from Gander Lake for the British Isles each day.

This information was furnished sometime ago and then for some reason or another it ceased coming in. It is very important that this be started again with the least possible delay. A wire should also be sent to Newfoundland getting the total number of airplanes by types sent to England since the first of September.

Sgd. H.H.A.

452.1 Eng. (111)

2 Air AG OCAC

11-13

1. It is desired that the Air Corps Ferrying Command take the necessary action to obtain the data desired.

W.W.D.
Air Adj't. General

~~DELIVERED BY
14 OCT 1941
MAIL ROOM~~

Dispatched
NOV 13 1941
AAG

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

AMF-39

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

DECLASSIFIED

NOV 5 1941

Major General Geo. H. Brett, U.S.A.,
Office of the Military Attache,
American Embassy,
1, Grosvenor Square, W. 1,
London, England.

Dear George:

With reference to your letter of October 15th, I believe that your conclusions are correct. However, even though we know that the present British organization is faulty, and a typical case of divided responsibility, I do not see how we can undertake to revise their organization.

If we are to accomplish anything at all, in regard to making the so-called operational changes required by the British on our airplanes, there must be one responsible source of contact which is to tell us what changes must be incorporated in what aircraft and when. At present this is the B.A.C., and it seems to me that the problem is for the British Government to set up a system by which the R.A.F. can process their necessary requirements through the M.A.P. to the B.A.C. as quickly as possible.

Sincerely yours,

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

452.1 England (113) A

*Gen Arnold says
this may be destroyed.
It never got to Gen. Brett, Comd
sent to U.K. - forwarded to
Headquarters State Dept with
was rpt. to Asst Secy
catch of other undelivered
mail. Showed up on Union
Commander's desk w/ a lot of
un-related swap-stops
of N. African matters
WPA*

DECLASSIFIED
DOD Itra
8 Jan 8 00 June 1974
By: [signature] LC: Date 10/12/76

~~November 4, 1941~~

DECLASSIFIED

NOV 5 1941

452.1 Envy
113

Major General Geo. H. Brett, U.S.A.,
Office of the Military Attache,
American Embassy,
1, Grosvenor Square, W. 1,
London, England.

Dear George:

With reference to your letter of October 15th, I believe that your conclusions are correct. However, even though we know that the present British organization is faulty, and a typical case of divided responsibility, I do not see how we can undertake to revise their organization.

(4)
CFE:jj

If we are to accomplish anything at all, in regard to making the so-called operational changes required by the British on our airplanes, there must be one responsible source of contact which is to tell us what changes must be incorporated in what aircraft and when. At present this is the B.A.C., and it seems to me that the problem is for the British Government to set up a system by which the R.A.F. can process their necessary requirements through the M.A.P. to the B.A.C. as quickly as possible.

Sincerely yours,

Edw. B. E. Arnold

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

Dispatched
NOV 5 1941
AAG

~~NOV 5 1941~~

*Noted by
Ch. of A/Staff
mmh*

To Mail & Record Room
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATERIEL
MEDICAL
MILITARY PERS.
PLANS
TRAIN. & OPER.
W. COM. AERO BD.

DECLASSIFIED
DOD 37c
8 Jan. & 20 June 1974
By: LC; Date: 10/2/76

GHB/mcm

AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE
1. GROSVENOR SQUARE, W. 1
LONDON, ENGLAND
October 15, 1941

~~CONFIDENTIAL~~

Especially reply to my previous msg. I think he is on right track but just what he can do - from ATD

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

My dear General Arnold:

In the past two weeks I have written you and made considerable criticism of the B.A.C. Since my arrival in England I am more than ever convinced that the organization and system, as in operation by the M.A.P. and B.A.C., is absolutely wrong. I speak of it as inefficient and ineffectual and this, to me, is absolutely true but is more or less the result of the system, the method of organization and the process than anything else.

To follow through a 'plane from the United States for British operational use arrives in England. We will not take one of our 'planes but take a Hudson, which is manufactured, inspected and designed by the British themselves. This 'plane arrives, is put into operational use, a change is desired. The test crew report to the station engineers. Station engineers take it up, through channels, with the Air Ministry. Every engineer has a crack at it there. The Air Ministry then pass it over to the M.A.P. The M.A.P., after discussing it and handling it through their engineers, finally start it on its way to the United States. It arrives in the United States and goes to the B.A.C. The B.A.C. then try to evaluate and determine whether it should be done or should not be done, whether it is possible from a production standpoint or not and finally, if it is approved, it goes into the actual factory where, of course, drawings, jigs, fixtures and what-not have to be made in order to comply with the change.

If it happens to be a piece of our equipment the lag is even greater, because after all the above steps except the factory step have been accomplished, there has to be a coordination between the B.A.C. representatives and our people. Our engineers then have to take a crack at it which, of course, creates additional delay. I have talked with Powers and other people here and the above is the story which I get from them. In other words, I have heard the statement made that there is normally a four to five months lag between the time an item is discussed in the operational unit and the time that the actual request

DECLASSIFIED
~~CONFIDENTIAL~~ info.
E.O. 12812, 12866, 12958, 12974
By: / LC: Date: 12/2/96

70-421, 0-1922

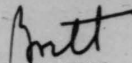
70-41

~~CONFIDENTIAL~~

for correction gets to the factory.

The above worries me tremendously and I believe it is one of the causes for so many criticisms of American equipment and so much friction between the American and British working here in the British Isles. I am telling you this because this is one of the major points that I am going to do my best to straighten out, if possible.

Sincerely,



G. H. BRET,
Major General, U.S. Army,
Chief of The Air Corps.

- 2 -

DECLASSIFIED
~~CONFIDENTIAL~~

8 Jan & 20 June 1974

By: *ALC*; Date: *9/13/74*

0-1720

Chin 4521 Eng (113)

WAR DEPARTMENT *4:15 am*
Office, Deputy Chief of Staff for Air

Date *8-28-41*

MEMORANDUM FOR:

*Written probably with
Kuter.*

*Take up with Spradley
see if figures are
true -*

*See if they agree
with figures we
have been using.*

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

X-57-2, A.C.

File
S

This is first detailed breakdown
that has been prepared -

It is within 10% of
figures of Int Section

CA 00452, 1
Compart (112)

~~MOST SECRET~~

WAR DEPARTMENT
The Air Staff
Washington, D. C.

1129
~~SECRET~~

Operational Training Division, G-3

8/27/41
Date Initial

August 27, 1941.

DECLASSIFIED
DOD ITR

1 Jul 8 20 June 1974

Ref
K/2/4

MEMORANDUM FOR GENERAL ARNHOLD:

Subject: British use of available bombers.

1. In conference in your office this date a statement was made to the effect, "Since the British fail to make sufficient use of the bombers they have, they should be given no additional bombers of ours."

2. Because of the special interest you took in this subject, further study has been given to that particular question, and it is concluded that the statement quoted above is not based upon the available facts. In support of the statement, "The British should be given no more of our heavy bombers", we must not state that the British fail to use those they have to the utmost. In fact the British are apparently getting many more missions per month out of the airplanes in their combat squadrons than we expect to be able to obtain from our own. The following extract from a British "MOST SECRET" report of the status of airplanes, complete with engines, on June 27, 1941, supports a statement that the British are using to the utmost their available bombers.

- 2,448 -- Total number of useful bombers (130 Heavy and 2,318 Medium Bombers) in the R.A.F.
- 93 -- Number of airplanes based overseas (Mediums only).
- 2,355 -- Total number of useful bombers (130 Heavies and 2,225 Mediums) in Metropolitan Air Force.
- 393 -- Total number in civil repair organization. (12.5% of total - 17 Heavy and 366 Mediums)
- 436 -- Total number in storage (2.6 months' reserve at 20% loss per month of airplanes in combat squadrons--of these reserve airplanes only 2 are Heavy bombers).
- 151 -- Total number in flying schools and miscellaneous units. (None of these airplanes are Heavy bombers.)
- 538 -- Total number in operational training units. (Only 3 of these airplanes are Heavy bombers.)

Gen Spang
Comment
(M)

~~SECRET~~
~~MOST SECRET~~

~~SECRET~~
~~MOST SECRET~~

Since the R.A.F. is still an air force growing almost from scratch, this relatively low percentage--24%--of the total available bombers is believed to be remarkable. Probably our entire AFCC would be classified as operational training at this time.)
847 -- Total number of combat squadrons. (This number would form 65 of our 13-airplane squadrons. If 65 of our squadrons operated 9 airplanes eight times each month, the total number of missions would be 156 per day. At about the time of this report it is believed the British were operating almost twice that number.)

6756 Bombers available
847
30 | 6756 (225)
 | 225
 | ---
 | 450
 a night

~~SECRET~~
~~MOST SECRET~~

DECLASSIFIED
DD FORM 1
1 JUN 60 EDITION
GPO : 1960 O-500-1011274

October 31, 1941

~~CONFIDENTIAL~~

Air Marshal A. T. Harris,
British Air Commission,
Box 772, Benjamin Franklin Station,
Washington, D. C.

My dear Harris:

Receipt is acknowledged of your letter of October 21st in which you outline your urgent need for flying boats and request that we release to the British some of the amphibian flying boats that are being procured for the United States Army Air Corps.

The number of these amphibians that we have on order is the absolute minimum with which we can operate in our outlying bases, which are steadily being extended.

It is regretted that the Army Air Force can not agree at this time to any diversion of these amphibians, but the subject will be continuously studied and whenever it is possible to divert any of them, you are assured that your needs will be given consideration.

Sincerely yours,

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

Dispatched
NOV 1 1941
AAC

45211 England III

Chief of Staff	ASST. CHIEF OF STAFF	SAAC	A-1	A-2	A-3	A-4	A-5

RECEIVED

~~CONFIDENTIAL~~

OCAG
(4-E-4)
PWT/egc

Rewritten AAF/AS
AVV/cmc
10/30/41

Air Marshal A. T. Harris,
R.A.F. Delegation,
1424 16th Street, N. W.,
Washington, D. C.

My dear Harris:

Receipt is acknowledged of your letter of October 25, 1941, in which you outline your urgent need for flying boats. The number of these aircraft on order for the Army Air Forces is the absolute minimum with which we can operate in our outlying bases which are, as you know, steadily being extended.

It is regretted that the Army Air Forces can not agree at this time to any diversion of this type of aircraft. The subject will be continuously studied and whenever it is possible to divert any of our amphibian flying boats, you are assured that your needs will be given consideration.

Yours sincerely,

Arnold

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

HEADQUARTERS ARMY AIR FORCES - COORDINATION											
Chief of Staff	Deputy Chief of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	SEC-Adm	SEC-Inv

CMC

AAF-39

OGAC
(4-E-6)

PWT

Air Marshal A. T. Harris,
R. A. F. Delegation,
1454 16th St., NW,
Washington, D. C.

Dear Air Marshal Harris:

Receipt is acknowledged of your letter of October 25, 1941, in which you outline your urgent need for flying boats. Your concern is appreciated, and it is regretted that the capacity to manufacture is not sufficient to meet the requirements of all the Services.

The number of these aircraft that the Army Air Forces has on order is the absolute minimum with which we can operate in our outlying bases, which are steadily being extended. Not only are these aircraft used on anti-submarine and anti-raider reconnaissance, but they are most essential in quickly putting into operation and maintaining anti-aircraft interception nets. These aircraft must be operationally available at all times to properly defend Caribbean, Pacific and Alaskan areas.

This date I have received a most urgent request from the Commanding General of the Caribbean area outlining his requirements and requesting utmost effort be made to accelerate deliveries to this Command. These aircraft are in great demand, and I am receiving similar requests daily.

It is regretted therefore that the Army Air Forces can not agree to any diversion of this type of aircraft at this time, but in view of your situation, we will keep this matter under consideration.

Yours sincerely,

H. E. Arnold,
Major General, U. S. A.,
Deputy Chief of Staff for A. S.

Remittor

To Mail & Record Room
Date
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MAIL ROOM
MEDICAL
MILITARY PERS.
PLANS
TRAIN. & OPDR.
W. COM. AERO. BD.

3-6822

KFC

8FO 10-970

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

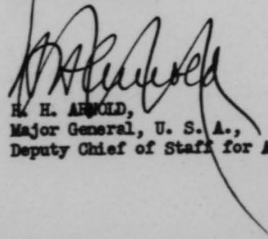
Air Marshal A. T. Harris,
R.A.F. Delegation,
1424 16th Street, N. W.,
Washington, D. C.

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It is regretted that the Army Air Forces can not agree at this time to any diversion of this type of aircraft. The subject will be continuously studied and whenever it is possible to divert any of our amphibian flying boats, you are assured that your needs will be given consideration.

Yours sincerely,


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

Rewritten

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

Air Marshal A. T. Harris,
R. A. F. Delegation,
1424 16th St., NW,
Washington, D. C.

~~Dear Air Marshal Harris:~~ *my dear Harris:*

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Yours sincerely,

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

*We have
absolutely told
that we use these boats
for rescue purposes and
not for transport. It must
be arranged to another venue.*

0-5822

air 44 452.1 England (111)

TELEPHONE HOBART 1840

Box 772
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

Col Meyers

ROYAL AIR FORCE DELEGATION
(BRITISH AIR COMMISSION)

PERSONAL & CONFIDENTIAL.

YOUR REF:

OUR REF: A. 21,225/41.

~~CONFIDENTIAL~~

21st October, 1941.

Major General H. H. Arnold,
Deputy Chief of Staff,
War Department,
Washington, D.C.

DECLASSIFIED
JCS Memo
& Jan. 1975
By *Ben LC*; Date *10/12/76*

My dear *Arnold*

We are seriously concerned with our flying boat situation and the inadequate resources available to us to meet expanding and vital requirements for overseas reconnaissance.

We have at present 71 boats, of which 48 only are in the United Kingdom, to meet our large commitments on the Eastern Atlantic seaboard from the Faroes and Shetlands to Freetown. Each boat on the operating strength is averaging 91 flying hours a month. Although we have recently arranged with Canada to obtain 36 of their boats, we shall be deficient in minimum requirements to meet anticipated wastage, quite apart from the planned expansion to meet minimum needs of convoy protection anti-submarine sweeps and new commitments on the route to Russia.

As you know, the United States Navy are affording us substantial help in the Battle of the Atlantic by operating the flying boats of the Atlantic Fleet from the Western Atlantic seaboard and from Iceland. Although some of the latter boats will be relieved during the winter months by landplanes, they do not feel that with their other commitments in the Atlantic and the Pacific they can at present spare aircraft to assist us on the Eastern Atlantic seaboard. We shall continue to discuss this problem with them, but in the meantime are forced to examine every other possibility of obtaining an additional contribution towards completing our minimum needs in this vitally important task.

We note in O.P.M. Aircraft Report No.8F that a comparatively large number of amphibian flying boats are being produced for the United States Army Air Corps. I wondered if, in view of the circumstances I have outlined above, it would be possible for some of these aircraft to be released to us. I do not know of course what employment you have in mind for them, or the degree of importance you attach to getting them into your service as early as possible, but I have no doubt that you will assist us all you can in this problem and I will be grateful if you could contemplate recommending releases for the purposes outlined above.

Yours sincerely,

*Col Meyers
prepare reply
[Signature]*

A. T. Harvey
Air Marshal.

~~CONFIDENTIAL~~

6822

4-20-43:1 England (11)



HENRY HARLEY ARNOLD

MILITARY

Decimal

SAS 452.1

Box 124 Folder 6

England
(156-182)

CONFIDENTIAL

DECLASSIFIED
 DD FORM 1
 1 Jan 62 (Rev. 10-1-58)
 AUTHORITY: 48 CFR 1.101

Classification of Damage Claims in Air Combat.

1. In order to standardize and simplify damage claims in air combat, claims of destruction of or damage to enemy aircraft in air combat will be divided into the following categories:

(a) DESTROYED.

This category will cover cases when the aircraft is clearly seen to have hit the ground or the sea, or the aircraft is seen to break up in the air or to descend in flames, or the enemy aircraft is forced to descend and is captured, or the pilot of a single-seater aircraft is seen to bale out.

(b) PROBABLY DESTROYED.

This category will cover cases in which the enemy aircraft is seen to break off combat in circumstances which lead to the conclusion that it must be a loss though it is not actually seen to crash. (An aircraft categorized as "Probably destroyed" is one which is believed to have been destroyed).

(c) DAMAGED.

This category covers cases in which the enemy aircraft is obviously considerably damaged as a result of the attack of our aircraft.

2. A crew, on landing after an engagement with the enemy, is met by the Squadron Intelligence Officer, who obtains a verbal report of any combat. If any claim is made against enemy aircraft, the Intelligence officer endeavors to obtain corroborating data from personnel who may have been in contact with the enemy aircraft.

Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WP	A-Insp.	Budget	Statistics
	<i>SPC</i>		<i>WBR</i>	<i>WBR</i>	<i>WBR</i>	<i>WBR</i>				
							<i>WBR</i>			

452-1 England (182) B

CONFIDENTIAL

air 452-1 England (182) B

~~CONFIDENTIAL~~

~~SECRET~~

AFABI
JTM-cmm
4/15/42
Br. 4700

5. After verbal reports from personnel have been obtained, it is the responsibility of the Intelligence Officer to place the claim or claims in the exact category described for enemy aircraft. That claim is then transmitted through to Group Headquarters for onward transmission to appropriate higher Headquarters, in the form of a composite combat report.

~~SECRET~~

~~CONFIDENTIAL~~

CONFIDENTIAL

RELEASABLE

DECLASSIFIED

DDC Form

8 Jan. & 20 June 1974

By AL/IK JC, Date 10/22/74

(AFMAG-Pub. Div.)

April 18, 1942.

Classification of Damage Claims in Air Combat.

All squadron and higher commanders, Army Air Forces.

1. In order to standarize and simplify damage claims in air combat, claims of destruction of or damage to enemy aircraft in air combat will be divided into the following categories:

(a) DESTROYED.

This category will cover cases when the aircraft is clearly seen to have hit the ground or the sea, or the aircraft is seen to break up in the air or to descend in flames, or the enemy aircraft is forced to descend and is captured, or the pilot of a single-seater aircraft is seen to bale out..

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(c) DAMAGED.

This category covers cases in which the enemy aircraft is obviously considerably damaged as a result of the attack of our aircraft.

2. A crew, on landing after an engagement with the enemy, will be met by the squadron intelligence officer who will obtain a verbal report of any combat. If any claim is made against enemy aircraft, the intelligence officer will endeavor to obtain corroboration from other personnel who may have taken part in a general engagement.

Original draft sent to
4-18-42
Reproduction Unit
WJG

CONFIDENTIAL
-1-
CONFIDENTIAL

4-18-42
4-18-42
WJG
air as 4521 Aug 1828

~~CONFIDENTIAL~~

3. After verbal reports from personnel have been obtained, it is the responsibility of the squadron intelligence officer to place the claim or claims in the exact category described for enemy aircraft. That claim is then transmitted through to group headquarters for onward transmission to appropriate higher headquarters, in the form of a composite combat report.

By command of Lieutenant General ARNOLD:

WILLIAM W. DICK,
Colonel, A.C.D.,
Air Adjutant General.

Information copies for:

Chief of Staff
Assistant Chief of Staff, G-1
Assistant Chief of Staff, G-2
Assistant Chief of Staff, G-3
Assistant Chief of Staff, G-4
Assistant Chief of Staff, Operations
The Adjutant General
Commanding General, Army Ground Forces
Commanding General, Services of Supply
Commanding General, Eastern Defense Command
Commanding General, Western Defense Command
Commanding General, Central Defense Command
Commanding General, Southern Defense Command
Commanding General, Caribbean Defense Command
Commanding General, Alaska Base Command
Commanding General, Newfoundland Base Command
Commanding General, Iceland Base Command
Commanding General, Trinidad Base Command
Commanding General, U.S.A. Forces in United Kingdom
Commanding General, U.S.A. Forces in Australia
Commanding General, U.S.A. Forces in India
Commanding General, U.S.A. Forces in China
Commanding General, U.S.A. Forces in New Caledonia
Commanding General, Panama Canal Department
Commanding General, Puerto Rican Department
Commanding General, Hawaiian Department

~~CONFIDENTIAL~~

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED

DDO list

8 Jan. & 20 June 1974

10/12/76

~~CONFIDENTIAL~~

(To be filed with correspondence)

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

SUBJECT: Classification of Damage Claims in Air Combat.

NO.	FROM	TO	DATE	DATA
				APARI JTMc-omn
1.	AFABI	AFMAG	1942 4/15	<p>1. It is requested that the enclosed proposed directive on classification of damage claims in air combat be issued and distributed to all Air Force Units including Squadrons. Copies should go to War Department General Staff; Commanding Generals, Army Ground Forces; Commanding Generals of overseas departments, Forces, and Commands; Eastern Defense Command and Western Defense Command.</p> <p>1 Incl. Proposed directive above subject.</p> <p><i>J.P.O.</i> J.P.O., Jr. Acting C/A-2</p>
2	<i>YAS.</i>	<i>AFMAG</i>	<i>4/16</i>	<i>approved</i> <i>J.P.C.</i>

~~CONFIDENTIAL~~

(Do not use reverse side)

air 36 432-1 Campbell (197) B

~~CONFIDENTIAL~~
DECLASSIFIED

DECLASSIFIED
DOD IIS
9 Jan & 20 June 1974
By ALICE [signature]

Classification of Damage Claims in Air Combat.

AFABI
JTMc-conn

1. AFABI AFMAG 1942
4/15

1. It is requested that the enclosed proposed directive on classification of damage claims in air combat be issued and distributed to all Air Force Units including Squadrons. Copies should go to War Department General Staff; Commanding Generals, Army Ground Forces; Commanding Generals of overseas departments, Forces, and Commands; Eastern Defense Command and Western Defense Command.

1 Incl.
Proposed directive
above subject.

J.F.O., Jr.
Acting C/A-2

~~CONFIDENTIAL~~

C	B	Alaska Base Command
"	"	Newfoundland "
"	"	U.S.A. Incs in United Kingdom
"	"	U.S.A. Incs " Australia
"	"	" " " India
"	"	" " " China
"	"	" " " New Caledonia
C	B	Iceland Base Command
d	B	Panama Canal Dept
C	B	Puerto Rican Dept
C	B	Trinidad Base Command
C	B	Hawaii Department

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

Date 4/17/42

TO: AFMAG

Subject: Claims of Damage in
Air Combat.

Please send cable and indorsement
to Operations Division, General Staff,
only when directive is finally approved
and issued.

JFO
Exec.
AFABI

*4/29 2:10 pm QVR sent
to Cable Supervisor*

A-2 DIVISION

air mail 452.1 Enc. 182
X-225-B, A.C.

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

Date 4/6/42

TO:

~~Col. R. L. Walsh~~
~~Lt. Col. J. F. Olive~~

All Officers
Administrative Section

Informational Intelligence

Operational Intelligence

War Plans Section

FOR: 1st Lt. Bolton - A-3
Lt. Col. D. Williamson, AF

- Signature
- Initial
- Coordination
- Preparation of reply
- Necessary action
- Note and return
- Confer with
- Information and

- Recommendation
- File
- Compliance
- Note and Forward

Return to:

X-402, A.F.

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

Date 3/31/42

TO:

Col. R. L. Walsh
Lt. Col. J. F. Olive

All Officers
Administrative Section

Informational Intelligence ②

Operational Intelligence

War Plans Section

FOR:

- Signature
- Initial
- Coordination
- Preparation of reply
- ② Necessary action
- ② Note and ~~return~~ forward
- Confer with
- Information and

- Recommendation
- File
- Compliance
- Note and Forward

Return to:

X-402, A.F.

GE IS DECLASSIFIED IAW

4/3/42

Colonel Burgess

Copy of the attached
letter from General Chaney
is going to Analysis Unit
this date.

Col. Henry -

This is going -

how about A-2

decision on it?

WB

Record Unit

Sent to A-2
C.H.

GE IS DECLASSIFIED IAW

HEADQUARTERS
ARMY AIR FORCES

DATE

3/28/42Correspondence
Symbols

TO:

<input type="checkbox"/>	Commanding General, Army Air Forces	AFAAG
<input type="checkbox"/>	Chief of the Air Staff	AFCAS
<input type="checkbox"/>	Deputy Chief of the Air Staff	AFDAS
<input type="checkbox"/>	A-1, Asst. C. of A/S	APAAP
<input type="checkbox"/>	A-2, Asst. C. of A/S	AFABI
<input type="checkbox"/>	A-3, Asst. C. of A/S	AFACT
<input type="checkbox"/>	A-4, Asst. C. of A/S	AFADS
<input type="checkbox"/>	Plans, Asst. C. of A/S	AFAEP
<input type="checkbox"/>	The Air Inspector	AFTAI
<input checked="" type="checkbox"/>	Director of Intelligence Service	AFDIS
<input type="checkbox"/>	Director of Military Requirements	AFDMR
<input type="checkbox"/>	Director of Air Defense	AFRAD
<input type="checkbox"/>	Director of Bombardment	AFRDB
<input type="checkbox"/>	Director of Ground-Air Support	AFRGS
<input type="checkbox"/>	Director of Base Services	AFRBS
<input type="checkbox"/>	Director of War Orgn. & Movement	AFROM
<input type="checkbox"/>	Director of Individual Training	AFRIT
<input type="checkbox"/>	Director of Technical Services	AFDTS
<input type="checkbox"/>	Director of Communications	AFTSC
<input type="checkbox"/>	Director of Weather	AFTSW
<input type="checkbox"/>	Director of Traffic Control & Reg.	AFTST
<input type="checkbox"/>	Director of Photo., Maps & Charts	AFTSP
<input type="checkbox"/>	Director of Technical Inspection	AFTSI
<input type="checkbox"/>	Public Relations Officer	AFPRO
<input type="checkbox"/>	Director of Personnel	AFDOP
<input type="checkbox"/>	Military Personnel	AFMPM
<input type="checkbox"/>	Civilian Personnel	AFPCP
<input type="checkbox"/>	The Air Surgeon	AFTAS
<input type="checkbox"/>	The Air Judge Advocate	AFAJA
<input type="checkbox"/>	The Budget Officer	AFTBO
<input type="checkbox"/>	The Fiscal Officer	AFBFO
<input type="checkbox"/>	Director of Management Control	AFDMC
<input type="checkbox"/>	Adjutant General	AFMAG
<input type="checkbox"/>	Director of Orgn. Planning	AFMOP
<input type="checkbox"/>	Director of Statistical Planning	AFMSP
<input type="checkbox"/>	Director of Legislative Planning	AFMLP
<input type="checkbox"/>	Flying Training Command	AFPTC
<input type="checkbox"/>	Materiel Command	AFAMC
<input type="checkbox"/>	Air Service Command	AFASC
<input type="checkbox"/>	Ferry Command	AFAFC
<input type="checkbox"/>	Technical Training Command	AFTTC
<input type="checkbox"/>	Air Force	

R.C.L.

Acting Asst. Air Force

X-398, AF

DECLASSIFIED
DUC 118
6 Jan. 6, 30 June 1974
By: MAJIK JG, Date: 10/12/76

CONFIDENTIAL
REMARKS

AFABI
JTMc-amm
4/17/42
Br 4700

1st Ind.

War Department, Hq., Army Air Forces, APR 30 1942 To Operations
Division, General Staff, War Department, Washington, D. C.

1. Enclosing herewith copy of directive issued by this Headquarters in the above matter.
2. General Chaney has been advised by cable of this action.

For the Commanding General

Enclosure
w/ copy of directive
subj: Classification
of Damage Claims in
Air Combat.

JOHN B. COOLBY
Lt. Colonel, A. G. S.,
Assistant Air Adjutant General

452.1 England (182)

Dispatched
APR 30 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	Sta-tistics
				<i>457</i>						

11F-39

CONFIDENTIAL

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

WPD 580.2
(2-12-42)
AG 452.1 (c) (2-12-42)

March 27, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL ARMY AIR FORCES

Subject: Damage Claims in Air Combat.

1. The Chief of Staff directs that the attached letter be forwarded to you for necessary action.
2. Request that War Plans Division be notified of the action taken.

DWIGHT D. EISENHOWER
Brigadier General,
Assistant Chief of Staff

Incl.
Ltr frm. Hq USAFABI
to CG Field Forces, w/1 incl. & 1 incl

By: /s/ S. H. SHERRILL,
Colonel, General Staff Corps,
Chief of Atlantic Section,
Aper. Cp., WPD, G. S.

DECLASSIFIED
DOO WTS
8 Jan. & 20 June 1984
By: *MA/1/1* LCJ Date: *10/12/76*

~~CONFIDENTIAL~~

SUBJECT: Classification of Damage Claims in Air Combat.

TO:

1. In order to standardize and simplify damage claims in air combat, claims of destruction of or damage to enemy aircraft in air combat will be divided into the following categories:

(a) DESTROYED.

This category will cover cases when the aircraft is clearly seen to have hit the ground or the sea, or the aircraft is seen to break up in the air or to descend in flames, or the enemy aircraft is forced to descend and is captured, or the pilot of a single-seater aircraft is seen to bale out.

(b) PROBABLY DESTROYED.

This category will cover cases in which the enemy aircraft is seen to break off combat in circumstances which lead to the conclusion that it must be a loss though it is not actually seen to crash. (An aircraft categorized as "Probably Destroyed" is one which is believed to have been destroyed.)

(c) DAMAGED.

This category covers cases in which the enemy aircraft is obviously considerably damaged as a result of the attack of our aircraft.

2. A crew, on landing after an engagement with the enemy, is met by the Squadron Intelligence Officer, who obtains a verbal report of any claim. If any claim is made against enemy aircraft, the Intelligence officer endeavors to obtain corroboration from other personnel who may have taken part in a general engagement.

3. After verbal reports from personnel have been obtained, it is the responsibility of the Intelligence Officer to place the claim or claims in the exact category described for enemy aircraft. That claim is then transmitted through to Group Headquarters for onward transmission to appropriate higher Headquarters, in the form of a composite combat report.

~~CONFIDENTIAL~~

COPY

~~CONFIDENTIAL~~

DECLASSIFIED
BY 104
ON 10/20/2014

H HEADQUARTERS
UNITED STATES ARMY FORCES
IN
THE BRITISH ISLES

AG 452

12 February, 1942

Subject: Damage Claims in Air Combat.

To: Commanding General, U.S. Army Field Forces, General
Headquarters, Washington, D. C.

1. Attached hereto is a copy of the classification of combat claims. This paper contains the rules governing the claims in air combat of "Destroyed", "Probably Destroyed", and "Damaged". These rules are standard wherever British air units are operating.

2. This headquarters has no information as to whether similar rules have been drawn up by the War Department. In view of the fact that U. S. air units may soon be operating in this theater, recommend that we adopt exactly the same rules for classification of combat claims (Air Combat). Request this headquarters be notified by cable if this recommendation be approved.

/s/ J. E. CHANEY,
Major General, U. S. Army,
Commanding.

1 Inbl. - as above

452.1 (C) - GNAGE
(2-12-42)

1st Ind.

HEADQUARTERS ARMY GROUND FORCES, Army War College, Washington, D. C.,
March 22, 1942 - To The Chief of Staff, U. S. Army (Attention Assistant
Chief of Staff, WPD), Washington, D. C.

As a matter pertaining to your office:

For the COMMANDING GENERAL: /s/ J. R. DRYDEN,
Major, AGD
Assistant Adjutant General

Incl. n/s

~~CONFIDENTIAL~~

CONFIDENTIAL

DECLASSIFIED
DOO #12
ON 10/20/2014

~~CONFIDENTIAL~~

CLASSIFICATION OF COMBAT CLAIMS

1. DESTROYED.

This category will cover cases when the aircraft is clearly seen to have hit the ground or the sea, or the aircraft is seen to break up in the air or to descend in flames, or the enemy aircraft is forced to descend and is captured, or the pilot of a single-seater aircraft is seen to bale out.

2. PROBABLY DESTROYED.

This category will cover cases in which the enemy aircraft is seen to break off combat in circumstances which lead to the conclusion that it must be a loss though it is not actually seen to crash. (An aircraft categorised as "Probably destroyed" is one which is believed to have been destroyed).

3. DAMAGED.

This category covers cases in which the enemy aircraft is obviously considerably damaged as a result of the attack of our aircraft.

4. A pilot on landing after an engagement with the enemy is met by his squadron intelligence officer who obtains from him a verbal report of his combat. If the pilot makes any claim against enemy aircraft the intelligence officer endeavors to obtain corroboration from other pilots who may have taken part in a general engagement.

After verbal reports from all pilots have been obtained it is the responsibility of the intelligence officer to place the claim or claims in the exact category described for enemy aircraft. That claim is then teleprinted through to Group Headquarters for onward transmission to Fighter Command in the form of a composite combat report.

~~CONFIDENTIAL~~

CONFIDENTIAL

DECLAS

DOO

8 Jan. 6 20 1924

Dr. B.A. J.K. - 100 - Date 12/2/76

~~CONFIDENTIAL~~

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

(AFMAG-Pub. Div.)

AAF 452.1

April 18, 1942.

SUBJECT: Classification of Damage Claims in Air Combat.

TO: All squadron and higher commanders, Army Air Forces.

1. In order to standardise and simplify damage claims in air combat, claims of destruction of or damage to enemy aircraft in air combat will be divided into the following categories:

(a) DESTROYED.

This category will cover cases when the aircraft is clearly seen to have hit the ground or the sea, or the aircraft is seen to break up in the air or to descend in flames, or the enemy aircraft is forced to descend and is captured, or the pilot of a single-seater aircraft is seen to bale out.

(b) PROBABLY DESTROYED

This category will cover cases in which the enemy aircraft is seen to break off combat in circumstances which lead to the conclusion that it must be a loss though it is not actually seen to crash. (An aircraft categorized as "probably destroyed" is one which is believed to have been destroyed).

(c) DAMAGED.

This category covers cases in which the enemy aircraft is obviously considerably damaged as a result of the attack of our aircraft.

2. A crew, on landing after an engagement with the enemy, will be met by the squadron intelligence officer who will obtain a verbal report of any combat. If any claim is made against enemy aircraft, the intelligence officer will endeavor to obtain corroboration from other personnel who may have taken part in a general engagement.

~~CONFIDENTIAL~~

C-223, AF.

CONFIDENTIAL
DECLASSIFIED

3. After verbal reports from personnel have been obtained, it is the responsibility of the squadron intelligence officer to place the claim or claims in the exact category described for enemy aircraft. That claim is then transmitted through to group headquarters for onward transmission to appropriate higher headquarters, in the form of a composite combat report.

By command of Lieutenant General ARNOLD:

W. W. Dick

WILLIAM W. DICK,
Colonel, A.G.D.,
Air Adjutant General.

Information copies for:

- Chief of Staff
- Assistant Chief of Staff, G-1
- Assistant Chief of Staff, G-2
- Assistant Chief of Staff, G-3
- Assistant Chief of Staff, G-4
- Assistant Chief of Staff, Operations
- The Adjutant General
- Commanding General, Army Ground Forces
- Commanding General, Services of Supply
- Commanding General, Eastern Defense Command
- Commanding General, Western Defense Command
- Commanding General, Central Defense Command
- Commanding General, Southern Defense Command
- Commanding General, Caribbean Defense Command
- Commanding General, Alaska Base Command
- Commanding General, Newfoundland Base Command
- Commanding General, Iceland Base Command
- Commanding General, Trinidad Base Command
- Commanding General, U.S.A. Forces in United Kingdom
- Commanding General, U.S.A. Forces in Australia
- Commanding General, U.S.A. Forces in India
- Commanding General, U.S.A. Forces in China
- Commanding General, U.S.A. Forces in New Caledonia
- Commanding General, Panama Canal Department
- Commanding General, Puerto Rican Department
- Commanding General, Hawaiian Department

DECLASSIFIED
CONFIDENTIAL

C-223, AF.

~~CONFIDENTIAL~~

DECLASSIFIED
GDD 103

8 Jan. & 20 June 1974

By: *MAK/UC* LC Date: *6/2/76*

~~RECEIVED~~

SUBJECT: British Airplane Specifications - Change of Classification of.
SP AG 452.1 (3-13-42)MC 2nd Ind. RPM/kh - 1705.
War Department, S.O.S., A.G.O., March 27, 1942. TO: Commanding General,
Army Air Forces.

No record in this office.

For the Commanding General, Services of Supply:

J.P. [Signature]
Adjutant General.

3rd. Ind.

War Department, Army Air Forces, Materiel Command, Washington, D. C.
MAR 31 1942 To: Adjutant General, AAF

1. Forwarded inviting your attention to the preceding indorsements.

Eq. Army Air Forces
MAR 31 1942
AAG RECEIVED

F. I. Ordway, Jr.

F. I. ORDWAY, JR.
Lieut. Colonel, Air Corps
Assistant Executive
Materiel Command

Rec'd As 452.1 England 175

*4/1/42 file
JK*

3/30

~~RECEIVED~~

~~CONFIDENTIAL~~

856784 MAR 30 42
AAG
CENTRAL MAIL SECTION A.A.F.

In reply address not the signer of this letter but Bureau of Aeronautics, Navy Department, Washington, D.C.

Refer to No. ACP-E-111-ESR
EF13-1/A9
EF13-1/VV

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

DECLASSIFIED
DDO 115
8 Jan. & 20 June 1974
By ALM/SLC 10 Date 19/2/76

C 3205

~~CONFIDENTIAL~~

13 MAR 1942

From: The Chief of the Bureau of Aeronautics.
To: Commanding General, Army Air Force.
SUBJECT: British Airplane Specifications - Change of Classification of.

Reference:
(a) British Air Ministry Directorate of Technical Development Secret Report #851584/R.D.T.I. dated 1 May 1939, forwarded to U.S. Army on 13 June 1941.

1. In accordance with the policy that British secret classification corresponds to United States confidential, the subject report, reference (a), has been reduced to confidential status for use in the Bureau of Aeronautics.
2. The subject report was obtained from the Army on 27 June 1941. The classification has been reduced so that the information contained therein may be more readily available for reference.

44: Army Air Forces
MAR 14 1942
AAG RECEIVER

D. C. Ramsey
D. C. RAMSEY
Captain, U. S. N.
Assistant Chief of Bureau

Copy to:
O.N.I.

~~CONFIDENTIAL~~

856784 MAR 30 42

CENTRAL MAIL SECTION AAF

Air At 452.1 England (18)

3/30

82
Air At 452.1 (3-13-42)

~~CONFIDENTIAL~~

DECLASSIFIED
DDO 115
8 Jan. & 20 June 1974
By ALM/SLC 10 Date 19/2/76

1st Ind.

(AFMAG)

WD HQ ARMY AIR FORCES, Washington, D. C. March 18, 1942.
TO: The Adjutant General.

1. There appears to be no record in this office of the report in question.
2. It is requested that information be furnished as to whether the report is of record in your office.

For the Commanding General:

SE AGO
MAD
Received
11-2

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

MAR 19 42 PM



RECEIVED MISC. DIV., AGO.
S. & C. Section

856784 MAR 30 42

CENTRAL MAIL SECTION AAF

Air At 452.1 England (18)

3/30

CONFIDENTIAL

DECLASSIFIED

DDI 119

8 Jan. & 20 June 1974

By *MAK* MC, Date 1/10/74

Aer-E-III-ESR
EF1301/AS
EF13-1/VV

~~NAVY DEPARTMENT~~
BUREAU OF AERONAUTICS
Washington.

March 13, 1942

FROM: The Chief of the Bureau of Aeronautics.
TO: Commanding General, Army Air Force.
SUBJECT: British Airplane Specifications - Change of Classification of.

Reference:
(a) British Air Ministry Directorate of Technical Development Secret Report #851584/R.D.T.I. dated 1 May 1939, forwarded to U.S. Army on 13 June 1941.

1. In accordance with the policy that British secret classification corresponds to United States confidential, the subject report, reference (a), has been reduced to confidential status for use in the Bureau of Aeronautics.

2. The subject report was obtained from the Army on 27 June 1941. The classification has been reduced so that the information contained therein may be more readily available for reference.

D. C. RAMSEY
Captain, U.S.N.
Assistant Chief of Bureau

COPI TO:
ONE

~~CONFIDENTIAL~~

CONFIDENTIAL

DECLASSIFIED

DDI 119

8 Jan. & 20 June 1974

By *MAK* MC, Date 1/10/74

HAAF

~~RELEASED~~

MAR 27 1942

Mr. A. C. Boddie,
British Air Commission,
1785 Massachusetts Avenue,
Washington, D. C.

Dear Mr. Boddie:

The communication from your Commission, under date of February 2, 1942, on the subject of the detection of carbon monoxide in aircraft cabins has been made the topic of extended study in this office.

We now are prepared to inform you that, while subscribing in principle to the terms of the proposal advanced by you and according to the conditions embodied in sub-paragraph 2(a), 2(b), and 2(d) contained in your letter aforementioned, we are not in a position to go to the limit of extending acquiescence to the condition embodied in sub-paragraph 2(e).

With particular reference thereto, this office holds to the view that the latter condition is somewhat too ample in scope. It is our interpretation that the condition latterly mentioned may operate to extend the preservation of commercial rights to any new development arising through the inventions of persons in this country to whom the disclosures may be made by the War Department, or by whom they are developed on behalf of the Government. Since it is reasonable to assume that such liberal construction is at least possible, it is felt that acceptance on the part of the War Department of the condition would cast upon it the obligation of acquiring title to such inventions or assignable rights thereunder and, subsequently, to convey the same to the British Government. A careful analysis of the circumstances tends to crystallize our feeling that such a broad undertaking is scarcely justified under the circumstances. It may be added that the Navy Department entertains a congruent opinion in the premises.

It is felt that the onerous burden which might result from an application of our interpretation of the condition cited may be obviated by eliminating the following words appearing in the first sentence thereof: "or otherwise based upon the use of information contained in the report." We are of the opinion that such modifications would clearly reserve to the British Government all commercial rights in anything that it might disclose to the War Department.

COPI FOR ~~CONFIDENTIAL~~

66-170

CONFIDENTIAL

452.1 England (176)

~~CONFIDENTIAL~~

HAAF

Mr. A. C. Roddie, British Air Commission - 2

In regard to your request for the names of the manufacturers selected to receive the information contained in Report CH 384 of the Royal Aircraft Establishment, Farnborough, on the subject under discussion, we may advise you it is contemplated that the following manufacturers will be approached regarding the possible production of the carbon monoxide indicators:

Cambridge Instrument Company, Inc.
3728 Grand Central Terminal
New York, N. Y.

Wiss Safety Appliances Company
Bridgeway, Thomas and Meade Streets
Pittsburgh, Pa.

We shall await your acknowledgment with respect to the alternative phraseology which we have herein advanced for your consideration.

Very truly yours,

(Signed) ROBERT P. PATTERSON

ROBERT P. PATTERSON
Under Secretary of War

MAR 25 1942

MAR 18 1942



WAR DEPARTMENT WAR INFORMATION OFFICE OF THE UNDER SECRETARY OF WAR

~~CONFIDENTIAL~~

Ad 4521 England (176)

~~CONFIDENTIAL~~

U. S. CONFIDENTIAL - BRITISH SECRET

BRITISH AIR COMMISSION
1785 Massachusetts Avenue
Washington, D.C.

24-4-1
SE 572/K7

February 2, 1942

Assistant Secretary of War
War Department
Washington, D. C.

DECLASSIFIED
JCS Memo
3 Jan 1975
By *elc/jlc*; Date *2/17/76*

Sir:

Subject: Detection of Carbon Monoxide in Aircraft Cabins

1. As requested in a letter from the Office of the Chief of the Air Corps, under date of January 21, 1942, under the signature of Colonel J. G. Taylor, Chief of the Intelligence Division, we are pleased to enclose, herewith, one copy of Report CH 384 of Royal Aircraft Establishment, Farnborough, under date of August, 1941, on the subject of the Detection of Carbon Monoxide in Aircraft Cabins.

2. In the event that it may be necessary to communicate the information contained in this document to selected manufacturers, will you please note that it should be subject to the observance of the following conditions:

- (a) The information contained in the report falls into the British category "Secret" and contractors should be selected and communication made to them in conformity with your usual procedure to ensure the observance of this requirement.
- (b) While there is no objection to the report as a whole being read to, or examined by, the selected contractors, only those paragraphs of the report which are absolutely essential for the purpose in view should be committed to writing in the communications sent to them.
- (c) All, if any, commercial rights relating to the device referred to in the report, or to any improvement subsequently released or otherwise based upon use of the information contained in the report, are expressly reserved. In the event of any improvement or other new development being made or effected in connection with the subject device by your Government, or by contractors on the device on its behalf, the British Government will rely on the United States Government to keep it fully informed (through this Commission) in regard to such developments.

~~CONFIDENTIAL~~

(C O P I)

cb-100

~~CONFIDENTIAL~~

RELEASED

- (d) In order that the United States Government, or contractors authorized by the United States Government to produce the device in the United States, may be relieved from the risk of liability to the owners of any commercial rights involved, so far as those rights belong to British corporations or to British subjects; we are authorized to indemnify the United States Government and such contractors, and hereby do so, on behalf of the British Government, against all claims by British corporations or British subjects for royalties or infringement of commercial rights, arising in connection with the manufacture or use of the device for defense purposes, during the present emergency.

The Navy Department have written to us confirming that the terms upon which the release has been made to them are satisfactory to them, with the exception of the reservations made in paragraph (a) which is worded in the same way as paragraph (c) hereof) regarding the rights relating to new improvements, which they suggest to be too indefinite in scope.

We have replied to the Navy Department pointing out that the wording has been used upon several previous occasions in connection with releases to the War Department, and has seemingly been considered by the War Department to be satisfactory. We have, however, requested the Navy Department to put forward some alternative formula which, without being less comprehensive, would be more acceptable to them, and we have undertaken to give any such alternative phraseology our careful consideration.

We have also suggested to the Navy Department that, in view of the secret nature of the Report, communication to manufacturers should be restricted, so far as possible, by being made the subject of joint action between the War and Navy Departments.

We should be glad to receive an acknowledgment of this letter, at your convenience, also, in due course, the names of the manufacturers selected to receive the information contained in the above-mentioned report.

Yours very truly,

/s/

A. G. Heddis
For Director General
British Air Commission

cc: Colonel J. G. Taylor
Air Corps
Chief, Intelligence Division
Washington, D. C.

~~CONFIDENTIAL~~
(2)

RELEASED

Doc 452.1 Eryaud (176)

Kmw

WAR DEPARTMENT
AAF-AWPD

Date FEB 25 1942
2-25-42

 All Officers

① Col H L George *W*

② Col H A Craig

 Lt Col E E Partridge

 Capt R C Barthold

 Lt Col S E Anderson

 Maj A Williamson

 Maj W S Carlson

 Capt P C Oscanyan

 Lt Col O A Anderson

 Lt Col W R Wolfenbarger

 Lt Col F R Pitts

 Maj S D Gillett

③ Lt Col K N Walker *W*

 Maj C M Taylor

 Lt Col D W Kent

 Lt Col F L Fair *W*

 Capt F B Alling

 Lt Col H S Hansell

④ Lt Col R C Lindsay *RCL*

 Maj J Halversen

 Capt J M Harper

 Lt G A Stinson

 Mr T L McPherson

File

Return to AAG

Forward

FOR:

Signature *W*

Coordination

Concurrence

Comment

Preparation of reply

Necessary action

Information

Primary Interest

Distribution in Section

Recommended further distribution

Read if interested AAF-649

W

WAR DEPARTMENT
Chief of the Army Air Forces

Date 2/23/42

TO:

- Chief of Air Force Combat Command
- Chief of the Air Corps
- Chief of the Air Staff
- Secretary of the Air Staff
- ~~Adjutant General, Army Air Forces~~

(1) (2) AWPB

FOR:

- Comment or Concurrence
- Coordination
- Direct Reply
- Draft of Reply
- File
- Necessary Action
- Note and Return
- Preparation of Study
- Remark and Recommendation
- Your Information

REMARKS:

ACTION DESIRED BY: _____

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

X-57-C, A.C.
2/23

ASC 814 (RAF)

TELEPHONE NUMBER 1840

Box 772

BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

ROYAL AIR FORCE DELEGATION
(BRITISH AIR COMMISSION)

YOUR REF: British Secret.
OUR REF: U.S. Confidential.

CONFIDENTIAL

20th February, 1942.

Lieutenant General H.H. Arnold,
Chief of the Army Air Corps,
War Department,
WASHINGTON, D.C.

Col. George

Dear Arnold,

I am requested by the Air Ministry to let you know that they are sending comprehensive information on British Fighter resources to me by air. I believe that you asked General Chaney to obtain this for you in connection with the Australian and New Zealand requirements. As soon as it arrives I will pass it on to you.

452.1 England (175)

Yours sincerely,

J. C. Evill

D.C.S. EVILL.
Air Marshal.

DECLASSIFIED
JCS Memo
8 Jan. 1975
By *ab/mjc*; Data *012/76*

[Handwritten initials]

CONFIDENTIAL

AAG/894
452.1 Eng (175) 2/3

DECLASSIFIED
10/12/70

(LB)
BEM:Cet

February 27, 1942

Air Marshal D.C.S. Evill
Royal Air Force Delegation
Box 772, Benjamin Franklin Station
Washington, D. C.

Dear Evill:

I have your letter of February 18, 1942.

The revised schedule of heavy bombers allocated to Britain through July as stated by you is in accordance with my understanding. Instructions have been issued to effect this amended schedule.

Sincerely,

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

Dispatched
FEB 27 1942
AAG

452.1
England
174

~~SECRET~~

TELEPHONE HOBART 1840

BOX 772
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

ROYAL AIR FORCE DELEGATION
(BRITISH AIR COMMISSION)

~~SECRET~~

YOUR REF: British Most Secret.
OUR REF: U.S. Secret.

18th February, 1942.

Lieutenant General H.H. Arnold,
Chief of the Army Air Corps,
War Department,
WASHINGTON, D.C.

DECLASSIFIED
JCS Memo
9 Jan. 1976
By 4211C; Date 10/2/76

Dear Arnold,

The allocation of B.17E, B.24D and L.E.30 aircraft proposed in your letter of February 11th has now been fully discussed between our staffs and representatives of B.A.C. As a result I understand that certain modifications have been accepted to meet the views expressed in signals recently received from London and that the following distribution is now agreed:-

	<u>B.17E.</u>	<u>B.24D.</u>	<u>L.E.30.</u>	
January.	15	-	-	2/21/42 12:35 PM
February.	15	2)	-	Air Commodore Betts called
March..	-	4 20	30	to say that
April.	-	10 20	-	figures in 2nd column (B-24D)
May.	20	10 20	-	were wrong.
June.	25	30 20	-	Asked that the figures in ink
July.	9	18 10	-	be inserted.
				EA

I hope you will approve this plan and greatly appreciate the way in which the revised British requirements have been met.

Yours sincerely,

J.C.S. Evin

J.C.S. EVILL.
Air Marshal.

~~SECRET~~

2/21/42
→ Meyer
Do the [unclear]
if 20 prepare [unclear]
(MD)

AAG/796
air 01 4521 Eng (79)

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

Date 2/18/45

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
- Public Relations
- Statistics Section
- Inspector, Army Air Forces
- Adjutant General, Army Air Forces
- A.F. Files

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

A. W. VANAMAN,
Lt. Colonel, Air Corps,
Secretary of the Air Staff.

AAF-63-B.

ASC 314 (RAF)

TELEPHONE HOBART 1840

Box 779
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

ROYAL AIR FORCE DELEGATION
(BRITISH AIR COMMISSION)

YOUR REF:

OUR REF:

16th February 1942.

BRITISH SECRET
U.S. CONFIDENTIAL

DECLASSIFIED
JCS Memo
2 Jan. 1975
By: slm, LC; Date: 2/2/76

Dear Harmon,

In reply to your letter of February 7th addressed to Harris, we are very grateful for your agreement that a reasonable number of B.17E's and P's may be modified in American Modification Centres for the Coastal Command role. General Echols has already authorized the completion of one aircraft as a prototype to determine how much work is involved. The general arrangement of the apparatus with regard to the operation of the aircraft is now under discussion between our respective technicians. Judging by the successful trials of this apparatus in a British B.24 at Wright Field, the work should not prove excessive to a Modification Centre.

Yours sincerely,

D.C.S. EVILL
Air Marshal

Major General Millard Harmon,
Chief of Air Staff,
Room 2204,
War Department,
WASHINGTON, D.C.

4571 England
(173)

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

Date FEB 19 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.

*For necessary action
Action copy of Cable # 333
was sent to Materiel Div., of the Colac.*

gmc

DECLASSIFIED
DDO lrs
8 Jan. & 20 June 1974
By: *AA/1K* etc. Date: *10/12/74*

SECRET
SECRET

AAF/A-4
RCC
Written 3-5-42

Subject: Operational Use of Bell P-39 Aircraft Equipped with 37 MM Cannon.

AG 452.1 1st Ind.

War Department, Headquarters, Army Air Forces, Washington, D. C.
MAR 9 - 1942 To: Chief of the Air Corps.

1. For your information and necessary corrective action.

FOR THE CHIEF OF THE ARMY AIR FORCES

Incl. n/c

hnh

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

(Copy of Basic Letter and List of Enclosures is inclosed. The inclosures were forwarded with correspondence.)

Dispatched
MAR 9 1942
AAG

452.1 England (172)

84-
MI 7 342
AAG Recd.

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

RRB
SECRET

AAF-39

Air AG 452.1 England (172)

DECLASSIFIED
DOO 105
8 Jan 20 1974
By: ALM/ke Date: 10/2/74

~~SECRET~~

R E C E I P T

DATE _____

SUBJECT: Operational Use of Bell P-39 Aircraft Equipped with
37 MM Cannon.

Received from Headquarters, Army Air Forces, 1st Ind. on
the above subject with the following inclosures:

- 1 listing
- 1 Document
- 10 Correspondence

Officer Rank

Office

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-Ins.	Budget	Personnel

AAF-39

~~SECRET~~

DECLASSIFIED
DDG Hqs.

8 Jan. & 20 June 1974

By *ADULT* LC; Date 12/17/74

~~SECRET~~

GdeFL/eos

2 January 1942.

07-452.1

SUBJECT: Operational Use of Bell P-39 Aircraft Equipped with 37 mm. Cannon.

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

1. Supplementing my cable No. 333, dated 2 January 42, there are enclosed correspondence, supporting documents, and Ministry of Aircraft Production Report relating to the P-39 aircraft equipped with 37 mm. cannon.
2. An analysis of this situation would indicate that much can be gained in time saving here by arranging in America for testing under simulated operating conditions in collaboration with suitable British combat crews. It appears that many minor modifications could have been corrected without the necessity of these airplanes undergoing the extensive trials and tests that are the subject of the attached reports.
3. This matter relates to the conversations which General Brett held with the British during his visit here, and I urgently recommend that General Brett's report be carefully studied in conjunction with these data.

J. S. CHANEY,
Major-General, U.S. Army
Special Army Observer

Enclosures:
(1 Listing
1 Document
10 Correspondence)

~~SECRET~~

85039 FEB 18 42

CENTRAL MAIL SECTION AAF

011 22452.1 Encl

DECLASSIFIED
DDG Hqs.

8 Jan. & 20 June 1974

By *ADULT* LC; Date 12/17/74

LIST OF ENCLOSURES

~~SECRET~~

Correspondence

Two copies of:

- (1) Cable from Chaney to Arnold, sent 2 Jan 42.
- (2) Letter from General Chaney to Air Marshal Linnell, 22 Dec 41.
- (3) Letter from Air Marshal Linnell to General Chaney, 27 Dec 41.
- (4) Memorandum from Colonel Reed to Colonel Coffey, 19 Dec 41, reporting on 37 mm. cannon used in P-39 aircraft.
- (5) Technical Committee Report, 26 Dec 41, concerning operation of P-39 aircraft equipped with 37 mm. cannon in U.K.

Document

One copy of:

Aeroplane and Armament Experimental Establishment, Boscombe Down
Report, 10 September 41, entitled "Airacobra - Gunnery Trials.
Report No. 1" with Appendices:

- I - Photographs.
- II - Diagram of Gun Adjustment.
- III - Diagram of Fighting View.
- IV - Details of Firing.
- V - 37 mm. Jump Card.
- VI - Harmonisation Scheme.

~~SECRET~~

AWAY 452.1 Encl

DECLASSIFIED

~~CONFIDENTIAL~~

DD FORM 1
1 May 42
12/21/76

HEADQUARTERS
Newfoundland Base Command, U. S. Army,
A. P. O. #801, Newfoundland.

452.2

DFM/bf

February 9, 1942

Subject: Aircraft to United Kingdom.

To : Lt. General H. H. Arnold, Chief, U. S. Army Air Force,
Washington, D. C.

1. The following is a list of aircraft flown from Newfoundland to the United Kingdom during the month of January, 1942:

Date	Type	Remarks
Jan. 1	LB30	Landed Prestwick
Jan. 4	LB30	Landed Prestwick
Jan. 8	B24	BO'AC
Jan. 8	Hudson	Missing
Jan. 8	Hudson	Landed Prestwick
Jan. 8	Hudson	Landed Prestwick
Jan. 14	Hudson	Landed Prestwick
Jan. 19	LB30	BO'AC
Jan. 23	Hudson	Missing

/s/ G. C. Brant

G. C. BRANT,
Major, General, U.S. Army,
Commanding.

2/17/42

A-2 Note.

HMA

~~CONFIDENTIAL~~

BAG/645

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

~~SECRET~~

File No.
Tally No. AAF

DECLASSIFIED
DOD IWS
8 Jan. & 30 June 1974
By: *MM/UC* LC Date: *10/12/76*

RELAXED

SUBJECT: Heavy Bombardment and Pursuit Groups to England.

NO.	FROM	TO	DATE	COMMENTS
1	C/AAF	AAF/A-4	1942 2/12	<p>1. As you know, we have under contemplation the project of sending approximately 20 Heavy Bombardment Groups and 10 Pursuit Groups to England for operations. This movement to be completed by December or thereabouts.</p> <p>2. It is desired that you prepare for me the shipping requirements by months, first to move the groups to England and second, to keep them supplied.</p> <p style="text-align: right;"><i>H.A.D.</i></p>
2	AAF A-4	AAF C/AAF	3/3	<p>1. While the information desired in paragraphs 1 and 2 above was being prepared, Air War Plans advised A-4 of the change in the number of groups whose movement was contemplated. The movement of sixteen (16) Bombardment Groups, five (5) Pursuit Groups, necessary Air Depot and Air Base Groups, together with Depot, Base and Field Hospital Units, is estimated to require, for the initial movement including 60 day supply, the following: Shipping facilities for 78,627 officers and men, and 1,200,222 ship tons for equipment and supplies including aviation oil and gas. Thereafter it is estimated the monthly requirements will be 1,841 officers and men, (not including 890 officers and men flown as combat crews of replacement bombers) and 168,782 ship tons for equipment and supplies including aviation oil and gas. If the movement takes place over a period of six months the attached schedule will serve as a guide.</p> <p style="text-align: right;">AAF/A-4 WMB/emd</p> <p>Incl: Chart - 30 Day Maintenance.</p> <p style="text-align: right;"><i>T.J.H., Jr.</i> <i>WMB</i></p>
3	AAF C/AAF	AAF A-4	3/3	<p>By hand</p> <p style="text-align: right;"><i>WMB</i></p>

(use reverse side) V-4071, AC, Rev. 8/14/41
Page No. -3- *an 452.1 England (168)*

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

DECLASSIFIED
DOD IWS
8 Jan. & 30 June 1974
By: *MM/UC* LC Date: *10/12/76*

File No.
Tally No. AAF

RELAXED

SUBJECT: Heavy Bombardment and Pursuit Groups to England.

NO.	FROM	TO	DATE	COMMENTS
4.	AAF A-4	AAF C/AAF	1942 3/10	<p>Tonnage requirements in the form requested by the Chief of the Army Air Forces are attached hereto.</p> <p>Incl.- Chart - 30 Day Maintenance w/d and Chart 60 Day Maintenance att. (3 pages)</p> <p style="text-align: right;"><i>T.J.H., Jr.</i> <i>C/A-4</i> <i>WMB</i></p>

(use reverse side) V-4071, AC, Rev. 8/14/41
Page No. an 452.1 England (168)

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

FEB 9 - 1942

AAF/A-2
4540
LWS: em
(2/6/42)

DECLASSIFIED
EOD 175

9 Jan 2 10 30 AM 1974
by *WJL/ML* DATE 10/2/76

SUBJECT: Detection of Carbon Monoxide in Aircraft Cabins
TO: The Chief of the Air Corps,
War Department,
Washington, D. C.
ATTENTION: Assistant for Procurement Services.

1. Reference is made to Comment Number 2 of Routing and Record Sheet addressed to the Intelligence Division, Office, Chief of the Air Corps, War Department, Washington, D. C., by you, under date of January 17, 1942, Subject: Detection of Carbon Monoxide in Aircraft Cabins - British Air Commission.

2. Attached hereto for your information is copy of a letter No. 34-4-1 SE 572/KF, addressed to the Assistant Secretary of War, War Department, Washington, D. C., by the British Air Commission, Washington, D. C., under date of February 2, 1942. This letter is in reply to the referenced Routing and Record Sheet. Receipt of the Report GE 334 of Royal Aircraft Establishment, Farnborough, under date of August, 1941, is momentarily expected from the Assistant Secretary of War, War Department, Washington, D. C.

452.1 England (167)

For the Chief of the Air Staff:

MARTIN F. SCANLON
Brigadier General, U. S. Army,
Assistant Chief of the Air Staff, A-2.

Chief of Staff	Chief of Staff	A. A. G.	A-1	A-2	A-3	A-4	A-5	A-6	A-7	Budget	Statistics
1 Incl. Cy. ltr. fr. Br. Air Com., 34-4-1 SE 572/KF 2/2/42.											

[Handwritten initials and signatures]
LWS:TR

U. S. CONFIDENTIAL SECRET

an 452.1 England (167)

~~U. S. CONFIDENTIAL - RR - SECRET~~

~~COPY~~

S4-6-1
SE 572/KF

February 2, 1942

Assistant Secretary of War
War Department
Washington, D. C.

DECLASSIFIED

JCS Memo

2 Jan. 1975

By ALC; Date 10/2/70

Sir:

Subject: Detection of Carbon Monoxide in Aircraft Cabins

1. As requested in a letter from the Office of the Chief of the Air Corps, under date of January 21, 1942, under the signature of Colonel J. G. Taylor, Chief of the Intelligence Division, we are pleased to enclose, herewith, one copy of Report CH 324 of Royal Aircraft Establishment, Farnborough, under date of August, 1941, on the subject of the Detection of Carbon Monoxide in Aircraft Cabins.
2. In the event that it may be necessary to communicate the information contained in this document to selected manufacturers, will you please note that it should be subject to the observance of the following conditions:
 - (a) The information contained in the report falls into the British category "Secret" and contractors should be selected and communication made to them in conformity with your usual procedure to ensure the observance of this requirement.
 - (b) While there is no objection to the report as a whole being read to, or examined by, the selected contractors, only those paragraphs of the report which are absolutely essential for the purpose in view should be committed to writing in the communications sent to them.
 - (c) All, if any, commercial rights relating to the device referred to in the report, or to any improvement subsequently released or otherwise based upon use of the information contained in the report, are expressly reserved. In the event of any improvement or other new development being made or affected in connection with the subject device by your Government, or by contractors or individuals manufacturing or carrying on research work on the device on its behalf, the British Government will rely on the United States Government to keep it fully informed (through this Commission) in regard to such developments.

~~U. S. CONFIDENTIAL - RR - SECRET~~

U. S. CONFIDENTIAL ~~SECRET~~ BR. SECRET

- (d) In order that the United States Government, or contractors authorized by the United States Government to produce the device in the United States, may be relieved from the risk of liability to the owners of any commercial rights involved, so far as these rights belong to British corporations or to British subject; we are authorized to indemnify the United States Government and such contractors, and hereby do so, on behalf of the British Government, against all claims by British corporations or British subjects for royalties or for infringement of commercial rights, arising in connection with the manufacture or use of the device for defense purposes, during the present emergency.

The Navy Department have written to us confirming that the terms upon which the release has been made to them are satisfactory to them, with the exception of the reservations made in paragraph (c) (which is worded in the same way as paragraph (c) hereof) regarding rights relating to new improvements, which they suggest to be too indefinite in scope.

We have replied to the Navy Department pointing out that the wording has been used upon several previous occasions in connection with releases to the War Department, and has seemingly been considered by the War Department to be satisfactory. We have, however, requested the Navy Department to put forward some alternative formula which, without being less comprehensive, would be more acceptable to them, and we have undertaken to give any such alternative phraseology our careful consideration.

We have also suggested to the Navy Department that, in view of the secret nature of the Report, communication to manufacturers should be restricted, so far as possible, by being made the subject of joint action between the War and Navy Departments.

We should be glad to receive an acknowledgement of this letter, at your convenience, also, in due course, the names of the manufacturers selected to receive the information contained in the above-mentioned report.

Yours very truly,

A. C. Boddis
For Director General
British Air Commission

c.c. Colonel J.G. Taylor
Air Corps
Chief, Intelligence Division
Washington, D.C.

DECLASSIFIED
DDI 1012
8 Jan. 48 20 June 1974
By AD/4 / AD/2

~~CONFIDENTIAL~~

February 5, 1942.

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS:

Attention: Colonel J. G. Taylor.

Attached is a British Secret report (our Confidential) regarding the detection of carbon monoxide in aircraft cabins. This office has acknowledged receipt of the communication, and it is requested that in order that our records may be completed, you notify this office of any information necessary to comply with the last paragraph of the letter of transmittal, of which you have a carbon copy.

s/s/ Richard T. Coiner, Jr.

RICHARD T. COINER, JR.,
Lieut. Colonel, Air Corps,
Executive.

Attachment.

~~CONFIDENTIAL~~

1st. Ind.

Asst. Exec., Technical Planning and Coordination, OCAC, Feb. 6, 1942.
To: Lieut. Col. Richard T. Coiner Jr., O.A.S.A., Executive.

1. The subject report is being transmitted to the Procurement Services this date for the necessary action. When they ascertain the names of any American manufacturers who may be involved in this production, your office will be advised.

2. Returning herewith is the original letter of transmittal which I borrowed from your office as my copy had not yet been received.

Incl. n/e

J. G. TAYLOR
Colonel, Air Corps,
Asst. Exec. Technical Planning
and Coordination.

~~CONFIDENTIAL~~

Enc 1.

900108

U. S. CONFIDENTIAL - BRITISH SECRET

COPI

CONFIDENTIAL

COPI

BRITISH AIR COMMISSION
1785 Massachusetts Avenue
Washington, D.C.
Telephone Hobart 9000

84-4-1
SE 572/KF

February 2, 1942

DECLASSIFIED
JCS Memo
8 Jan 1978
By: *ALC*; Date: *1/8/78*

Assistant Secretary of War
War Department
Washington, D. C.

Sir:

Subject: Detection of Carbon Monoxide in Aircraft Cabins

1. As requested in a letter from the Office of the Chief of the Air Corps, under date of January 21, 1942, under the signature of Colonel J. G. Taylor, Chief of the Intelligence Division, we are pleased to enclose, herewith, one copy of Report GH 324 of Royal Aircraft Establishment, Farnborough, under date of August, 1941, on the subject of the Detection of Carbon Monoxide in Aircraft Cabins.

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- (c) All, if any, commercial rights relating to the device referred to in the report, or to any improvement subsequently released or otherwise based upon use of the information contained in the report, are expressly reserved. In the event of any improvement or other new development being made or effected in connection with

Sub 2

CONFIDENTIAL

900108

Assistant Secretary of War

-2-

February 2, 1942

the subject device by your Government, or by contractors or individuals manufacturing or carrying on research work on the device on its behalf, the British Government will rely on the United States Government to keep it fully informed (through this Commission) in regard to such developments.

- (d) In order that the United States Government, or contractors authorized by the United States Government to produce the device in the United States, may be relieved from the risk of liability to the owners of any commercial rights involved, so far as these rights belong to British corporations or to British subjects; we are authorized to indemnify the United States Government and such contractors, and hereby do so, on behalf of the British Government, against all claims by British corporations or British subjects for royalties or infringement of commercial rights, arising in connection with the manufacture or use of the device for defense purposes, during the present emergency.

The Navy Department have written to us confirming that the terms upon which the release has been made to them are satisfactory to them, with the exception of the reservations made in paragraph (c) (which is worded in the same way as paragraph (c) hereof) regarding rights relating to new improvements, which they suggest to be too indefinite in scope.

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We have also suggested to the Navy Department that, in view of the secret nature of the Report, communication to manufacturers should be restricted, so far as possible, by being made the subject of joint action between the War and Navy Departments.

We should be glad to receive an acknowledgement of this letter, at your convenience, also, in due course, the names of the manufacturers selected to receive the information contained in the above-mentioned report.

Yours very truly,

/s/ A. C. Boddis

A. C. Boddis
For Director General
British Air Commission

c.c. Colonel F. G. Taylor
Air Corps
Chief, Intelligence Division
Washington, D. C.

CONFIDENTIAL

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

Date Feb. 9, 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 (JFW) gm
 Air War Plans Division
 Budget Section
 Statistics Section
 Air Inspector
 A.F. Files

Re A+R#1 (A4-JFW) 1/20 to act
 req directive to Coffell rel. to furnishing
 complete report re modifications
 of airasobra.

gmc

Lt. Colonel, A. G. O.
 Assistant Air Adjutant General

AAF-110

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

~~CONFIDENTIAL~~

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

FEB 8 1942

DECLASSIFIED
DOO 102
8 Jan. & 20 June 1978
By: *ALP/UC* Date: 10/27/74

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

SUBJECT: The Airacobra in England

1. Attached report on modifications made on R-39 airplanes as a result of British criticisms supplements R. & R. report from this office, dated January 12, 1942, which was in reply to your R. & R. to General Weaver, dated December 26, 1942, copies attached.

For the Chief of the Air Corps

F. I. Ordway, Jr.

F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

- Incl.
- 1-IOM fr/Ch. Prod.Eng.Sec., Wright Field, w/ Exhibit "A" (Comments on Modifications to R-39D and R-400 Airplanes as suggested by M.I.D. Report 45420. Subj: Airacobra in England) dated 1/29/42.
 - 2-Cy. IOM fr/Asst. Exec., Mat. Div., OCAC, dated 1/13/42.
 - 3-Cy. R&R fr/Gen. Arnold to Gen. Weaver, dated 12/26/42, and reply thereto fr/Asst. for Proc. Serv., OCAC, to Gen. Arnold, dated 1/12/42

4521 England

166

~~CONFIDENTIAL~~

C-500

4521 England 166

228546
MDAC-255-W-6-25-41-289M

DECLASSIFIED
DOO 102
8 Jan. & 20 June 1978
By: *ALP/UC* Date: 10/27/74

INTER-OFFICE MEMORANDUM
WAR DEPARTMENT, AIR CORPS
Office, Assistant Chief
Materiel Division

~~CONFIDENTIAL~~

GEP:mmb-70-3

Wright Field, Dayton, Ohio
Date January 29, 1942

TO: Chief, Materiel Division, O.C.A.C.
Washington, D. C.
Attention: Assistant Executive.

SUBJECT: The Airacobra in England.

Reference: Inter-Office Memorandum (4-E) dated January 13, 1942, from Assistant Executive, Office, Chief, Materiel Division OCAC, Washington, D.C. to Ass't. Chief, Materiel Division, Wright Field, Subject: The Airacobra in England.

1. Comments and action taken by the Materiel Division, as requested in reference Inter-Office Memorandum, are contained in attached Exhibit "A".

J. O. Moore
K. B. WOLFE
Colonel, Air Corps
Chief, Production
Engineering Section

1 attach.:
Exhibit "A"

Signature *T. A. Sims*

T. A. SIMS
Lt. Col., Air Corps,
Asst. Technical Branch

~~CONFIDENTIAL~~

C-500
20,497 1/2

COMMENTS ON MODIFICATIONS TO P-39D AND P-400 AIRPLANES AS SUGGESTED BY M.I.D.
REPORT 45420. SUBJECT: AIRACOBRA IN ENGLAND.

1. Beginning on Page 3 of Subject Report is a list of twenty-five items under an unnumbered paragraph which is headed - "Modifications which have been made to equip the Airacobra as an operational fighter". The following item numbers match those item numbers on the subject report which, for ready reference, is also quoted item by item:

Item 1 - Changing the angle of the external power socket to enable starter trolley connection to be fitted. ✓

Action - None. This item applies to P-400 airplanes only.

Item 2 - Placing valve in the cockpit to enable oxygen to be turned on more quickly. ✓

Action - Instead of adding an additional valve to the oxygen system, an access door to the valves on the oxygen tanks is being provided in the fuselage on P-39D and P-400 airplanes as of 2-10-42. ✓

Item 3 - Removal of the upward identification light from right wing. ✓

Action - None. This applies to P-400 airplanes only.

Item 4 - Making the lower identification light flush with the underside of the right wing. ✓

Action - None. This applies to P-400 airplanes only.

Item 5 - Placing a safety catch over the landing gear switch. ✓

Action - This modification has been in effect for some months on all airplanes.

Item 6 - Removing I.F.F. set from behind the pilot.

Action - At present this item is applicable to P-400 airplanes only. It will be noted that the I.F.F. Set was not moved to another position but was removed from the airplane. This same situation and remedy will exist on future P-39 series airplanes. ✓

Item 7 - Moving the Sutton harness release to the side of the seat where the pilot can operate it when he is in the secured upright position. ✓

Action - This modification will be on all P-39D and P-400 airplanes leaving factory after 2/10/42.

- 2 -

Item 8 - Placing stronger spring on the parking brake.

Action - This is the first report of this trouble. Corrective action will be taken not later than 2/15/42. ✓

Item 9 - Removal of rear oxygen bottle and protecting armor plate because one bottle is considered sufficient. ✓

Action - None. This applies to P-400 airplanes only.

Item 10 - Stops placed on ignition and gun switches to keep them from breaking. ✓

Action - The switches have been redesigned.

Item 11 - Cutting down gun sight.

Action - The gun sight has been completely redesigned to eliminate all surplus material extending upwards into the pilot's line of vision. This redesigned gun sight is now on all airplanes leaving the factory. ✓

Item 12 - Compass deviation after firing 50 caliber guns so great the only solution is a remote reading compass. ✓

Action - Remote reading compasses will be installed as soon as available, probably 3/1/42.

Item 13 - Fuel tanks vent line moved behind the oil cooler and a 1/2" hole cut in hand hole of tanks to prevent fuel starvation. ✓

Action - A similar modification achieving the same results has been made on all airplanes.

Item 14 - Flame dampers for exhaust stacks installed for night flying.

Action - Flame damping exhaust stacks of British design proved unsatisfactory. Stacks of American design, omitting 50% of the light visibility from British stacks and resulting in high speed loss of 2 M.P.H. instead of 7 M.P.H. were tested 1/23/42, and are to be modified and retested 1/27/42. Estimated date in production 3/15/42. ✓

Item 15 - Flash of the 50 caliber guns was too bright at night, necessitating installation of a flash arrester.

1/27/42

- 3 -

Action - Drawings of this arrester were received 1/7/42. It has been built and will be flight tested 1/26/42, and if satisfactory, will be manufactured for all P-39 series airplanes.

Item 16 - Friction damper installed on throttle quadrant.

Action - This non-standard friction damper will be on all airplanes after 3/1/42.

Item 17 - 50 caliber rear gun mountings had to have hole bored so wire could safety it.

Action - This is first report of such trouble. Corrective action will be taken not later than 2/1/42.

Item 18 - Removal of the wing gun charging handles from the cockpit.

Action - This modification is not concurred in. Wing gun charging system has been redesigned to reduce charging handle pull required and this redesigned system is now on all airplanes leaving the factory.

Item 19 - Hole in the 50 caliber ejection chutes had to be covered to keep empty cases from coming into the fuselage.

Action - None. This comment is not understood and amplification of it is requested.

Item 20 - Wing gun ammunition tank had to be kept in place by pieces of wood and wire to prevent malfeeding.

Action - Wing gun ammunition box and attaching parts have been redesigned and are on all airplanes now leaving factory.

Item 21 - Armor glass in front of pilot had to be more securely fastened.

Action - No trouble reported on P-39D airplanes. Request amplification of the necessity for this modification.

Item 22 - Glass in door windows replaced by "Perspex".

Action - None. Shatterproof glass is at present installed on all airplanes. It is not considered that added protection from splintering from gunfire would counterbalance loss of vision from the installation of it.

Item 23 - Ground wire on nose wheel prevented full retraction and caused landing gear motor to burn out. This was removed and placed on left main wheel.

- 4 -

Action - This is the first report of this nature. Similar action will be taken not later than 2/15/42.

Item 24 - Fitting of automatic boost control.

Action - Automatic boost control will be installed as soon as available, estimated date 3/1/42.

Item 25 - Armor plate placed behind the oil tank.

Action - This modification has been on all airplanes leaving factory since January 10, 1942.

1/27/42

WDAC-448-WF-1-12-41-408

DECLASSIFIED
DUC No.

8 Jan. 42 20 Jan. 42
1/13/42

INTER-OFFICE MEMORANDUM (4-B)

WAR DEPARTMENT, AIR CORPS
OFFICE, CHIEF, MATERIEL DIVISION
WASHINGTON

~~CONFIDENTIAL~~

TO: Assistant Chief, Materiel Division
Wright Field
Dayton, Ohio

SUBJECT: The Airacobra in England.

1. The following is quoted from report by Special Military Observer, 1st Lieutenant Melvin F. McStickle. Information is requested as to which of these items have been adopted by the Army Air Corps:

"a. Modifications which have been made to equip the Airacobra as an operational fighter:

- "(1) Changing the angle of the external power socket to enable starter trolley connection to be fitted.
- "(2)* Placing valve in the cockpit to enable oxygen to be turned on more quickly. (4-B) 00:hg
- "(3) Removal of the upward identification light from right wing.
- "(4) Making the lower identification light from right wing. 1/12/42
- "(5) Placing a safety catch over the landing gear switch.
- "(6) Removing I.F.F. set from behind the pilot.
- "(7) Moving the Sutton harness release to the side of the seat where the pilot can operate it when he is in the secured upright position.
- "(8)* Placing stronger spring on the parking brake.
- "(9)* Removal of rear oxygen bottle and protecting armor plate because one bottle is considered sufficient.
- "(10)* Steps placed on ignition and gun switches to keep them from breaking.
- "(11)* Putting down gun sight.
- "(12)* Compass deviation after firing 50 caliber guns so great the only solution is a remote reading compass.

C-500
~~CONFIDENTIAL~~ - 1 -

~~CONFIDENTIAL~~

(4-B)

To: Assistant Chief, Mat. Div., Wright Field
Subj: The Airacobra in England.

1. a. Continued:

- "(13)* Fuel tanks vent line moved behind the oil cooler and a 1/2 inch hole cut in hand hole tanks to prevent fuel starvation.
- "(14)* Flame dampers for exhaust stacks installed for night flying.
- "(15)* Flash of the 50 caliber guns was too bright at night, necessitating installation of a flash arrester.
- "(16) Friction damper installed on throttle quadrant.
- "(17) 50 caliber rear gun mountings had to have hole bored so wire could safely fit.
- "(18)* Removal of the wing gun charging handles from the cockpit.
- "(19)* Hole in the 50 caliber ejection chutes had to be covered to keep empty cases from coming into the fuselage. (4-B) 00:hg
- "(20)* Wing gun ammunition tank had to be kept in place by pieces of wood and wire to prevent malfeeding. 1/12/42
- "(21)* Armor glass in front of pilot had to be more securely fastened.
- "(22)* Glass in door windows replaced by 'Perspex'.
- "(23)* Ground wire on nose wheel prevented full retraction and caused landing gear motor to burn out. This was removed and placed on left main wheel.
- "(24)* Fitting of automatic boost control.
- "(25)* Armor plate placed behind the oil tank.

"All the above points marked with an asterisk, the writer believes of extreme importance and should be done in the U.S. as soon as possible."

F.I. Ordway Jr.

C-500
~~CONFIDENTIAL~~

CONFIDENTIAL

(4-E)

DECLASSIFIED
GPO 68
8 Jan 2 1974
By NA/LS 10/2/74

Subject: The Airacobra in England

(4-E)
OG:hg

1/7/42

2. OGAC General 1942
Assistant Arnold 1/12
For
Procurement
Services
(4-E)

1. The only performance data furnished the British by Air Corps personnel were the official performance data. The official test airplane was not identical with the British Airacobra, but no special effort was made to improve its performance over what could be expected from production articles. The following is quoted from teletype report on this subject from Wright Field:

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C-500

CONFIDENTIAL

The Airacobra in England

2. OGAC General 1942
Assistant Arnold 1/12
For
Procurement
Services
(4-E)

1. Continued:

"The official performance figures (568 miles per hour at 13,800 feet) are on a straight stock model P-39D loaded to normal (7625 lbs.) gross weight. All guns in place. Intake port screens not installed. Belly tank shackle and sway bracing not in place."

2. With reference to Paragraph h. above and recommendations contained in the attached report of Lieutenant McNickle:

a. The Air Corps always runs performance tests with full military load.

b. Manufacturers' performance figures are never accepted by the Air Corps, and published performance data are always those obtained by Materiel Division tests.

c. It is believed that Bell has taken adequate action to insure that shipment of spares and tools will be expedited.

d. Civilian representatives sent abroad are necessarily selected by the factories, but an effort is being made to insure that they will all be high quality personnel.

e. In view of the fact that no 40 mm. cannon is manufactured in America and the further fact that they have a good 37 mm. gun in quantity production, Lieutenant McNickle's recommendation for the adoption of the 40 mm. cannon is not concurred in.

37 mm
28 to 1/1/50
better than 40 mm

CONFIDENTIAL Page 2.

~~CONFIDENTIAL~~

The Airacobra in England

2. OGAC General 1942
Gen'l Assistant Arnold 1/12
For
Procurement
Services
(4-3)

f. Arrangements are being made to secure a Spitfire 5-C, which has the Universal wing referred to and which will be used as a model when received.

g. Report has not yet been received from Wright Field as to the changes in details referred to, but this report will be forwarded when received.

h. Remote reading compasses are being procured as rapidly as possible.

i. It has not been considered advisable to change over present radio equipment to push button type, but such types may be adopted in future design.

Incl.
N/C

O. P. E.
Assistant for Procurement Services

Page 3.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

R. & R.

DECLASSIFIED

COPY

SUBJECT: The Airacobra in England

1. General General 1941
Arnold Weaver 12/26

1. With reference to the attached report on the Airacobra:

a. If it can be shown that any Air Force personnel were accessories to the phoney flight testing of the British Airacobra I desire to personally reprimand them. In any event I want it clearly understood that hereafter all performance figures are to be honest. Take the necessary action on these matters.

b. Certain recommendations were made for changes in the Airacobra to make it operational. These recommendations appear in general to be sound, some have been reported previously. Look into the action being taken by the Materiel Division on these matters and give me your estimate of what results I may expect on the essential points.

H. H. A.

Incl. Copy of Conf. memo to
C/AAF from Gen. Lee, 12/23
subj: Recm. of Military Ob-
server./w/ cpy of Report
No.45420, Military Attache,
London, 11/2/41, subj: The
Airacobra in England.

COPY

~~CONFIDENTIAL~~

C-500

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DECLASSIFIED
DDO Wa.
8 Jan 89 10:17
By: 211/US 101/101/174

FEB 8 1942

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

SUBJECT: The Airacobra in England

1. Attached report on modifications made on P-39 airplanes as a result of British criticisms supplements R. & R. report from this office, dated January 12, 1942, which was in reply to your R. & R. to General Weaver, dated December 26, 1942, copies attached.

For the Chief of the Air Corps

J. I. ... JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

- Incl.
- 1-ICM fr/Ch. Prod.Reg. Sec.,
Wright Field, w/ Exhibit "A"
(Comments on Modifications to
P-39B and P-40D Airplanes as
suggested by M.I.R. Report 45420.
Subj: Airacobra in England)
dated 1/29/42.
 - 2-Cy. ICM fr/Asst. Exec., Mat. Div.,
OCAS, dated 1/13/42.
 - 3-Cy. M&R fr/Gen. Arnold to
Gen. Weaver, dated 12/26/42,
and reply thereto fr/Asst.
for Proc. Serv., OCAS, to Gen.
Arnold, dated 1/12/42

CONFIDENTIAL

on 40457.1 England 166

DECLASSIFIED
DDO DR.

8 Jan. & 20 Feb. 1942
By *ALA/USC* on *12/17/70*

~~CONFIDENTIAL~~

~~EXCLUDED~~

FEB 8 1942

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

SUBJECT: The Airacobra in England

1. Attached report on modifications made on P-39 airplanes as a result of British criticisms supplements R. & E. report from this office, dated January 12, 1942, which was in reply to your R. & E. to General Weaver, dated December 26, 1942, copies attached.

For the Chief of the Air Corps

F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

Incl.

1-ICM fr/Ch. Prod. Eng. Sec.,
Wright Field, w/ Exhibit "A"
(Comments on Modifications to
P-39D and P-40C Airplanes as
suggested by M.I.D. Report 45420.

Subj: Airacobra in England)
dated 1/29/42.

2-Cy. ICM fr/Asst. Exec., Mat. Div.,
CGAC, dated 1/13/42.

3-Cy. RAR fr/Gen. Arnold to
Gen. Weaver, dated 12/26/42,
and reply thereto fr/Asst.
for Proc. Serv., CGAC, to Gen.
Arnold, dated 1/12/42

~~CONFIDENTIAL~~

C-500

att 23 45 W. England 100

COPY

~~TOP SECRET~~
~~CONFIDENTIAL~~

INTELLIGENCE
R. A. F. DELEGATION
WASHINGTON

ACTIVITIES OF U. S. aircraft operating with the
R. A. F. for week ending 2nd February, 1942.

SECRET

DECLASSIFIED
JCS Memo
2 Jan. 1975

By: *RLC*; Date: *10/2/76*

1. British Isles.

- (a) Leam aerodrome was bombed by Heavens.
- (b) Hudsons carried out 147 sorties; Catalinas 10 and Liberators 2.
- (c) A Hudson made one promising attack and a Liberator carried out another on U-boats.

2. Middle East.

- (a) Enemy troops and transports were continuously attacked by Tomahawks and Kittyhawks. About 180 enemy vehicles were destroyed and large numbers were damaged. One Meichi 200 and one No. 109 were destroyed. Six (6) Tomahawks are missing.
- (b) Hudsons and Fortress aircraft carried out reconnaissance flights.

4521 Englanac

3. India Command.

- (a) Tomahawks of the American Volunteer Group operating in the defence of the Rangoon area destroyed 22 enemy aircraft, probably destroyed 15 and damaged 9. Three (3) Tomahawks were lost, but one of the pilots is safe.
- (b) Reconnaissance flights were carried out by Buffaloes.

4. Far East.

- (a) Several reconnaissance flights were carried out by Hudsons. 9 Hudsons which were escorted by 15 Buffaloes and 8 Hurricanes attacked a Japanese Naval Force 18 miles to the North East of Hainan. Two direct hits were scored on a merchant vessel of 9,000 tons and one direct hit each on a merchant vessel of 8,000 tons and a cruiser. Enemy troops were bombed and a store dump was hit. 7 enemy fighters were destroyed, 2 probably destroyed and one was damaged. Two Hudsons were lost.
- (b) Catalinas of the Royal Australian Air Force bombed Rabaul

(165)

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REMOVED

JOHN A. YORK, Jr.
Capt, Air Corps

SECRET

twice. They set 2 ships on fire and probably hit 2 others. Vauxhall aerodrome was also bombed by 5 Catalinas.

- (c) Offensive sweeps were undertaken by Buffaloes which were active in the defence of SINGAPORE - Buffaloes in conjunction with Hurricanes destroyed 4 enemy fighters. 2 Buffaloes were lost.

Intelligence
R. A. F. Delegation
Washington.

~~SECRET~~

air 4521 England (16)

DECLASSIFIED
 DEC 03
 BY ADIA/...

AAF/A-3

February 7, 1942

Air Marshal A. T. Harris
 Royal Air Force Delegation
 Washington, D. C.

Dear Harris:

This refers to your letter of February 2, 1942, containing your comments on the twenty groups of heavy bombers for the United Kingdom this year. For your further information, this program is now being initiated, and we are making every possible effort to insure its accomplishment.

We agree that the B-17H and F alterations required for their role with Coastal Command should be accomplished in the modification centers in the United States. As General Hebeles indicated in his letter to Air Marshal Roberts Hill, we will be able to modify a reasonable number of the B-17H's without delay. However, until it is determined how much of a job this modification will be, it is not believed advisable to commit ourselves at the present time to an assurance that they will all be modified. As soon as we get a "reading" on the amount of work involved, you will be advised further as to the number that can be changed.

Sincerely yours,

M. F. Harmon,
 Major General, U. S. Army,
 Chief of the Air Staff.

452.1 England (64)

HEADQUARTERS				ARMY AIR FORCES				COORDINATION			
Chief of Staff	Sec'y of Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A. S. Sp.	Budget	S. A.	
	<i>gm</i>				<i>hm</i>						

AAF 10

ARC 3L (RAF)

TELEPHONE HOBART 1840

Box 772
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

ROYAL AIR FORCE DELEGATION
(BRITISH AIR COMMISSION)

2/2/43
Harmon
in connection
with previous memo
re supply requests
JTB

YOUR REF: BRITISH SECRET
U.S. CONFIDENTIAL
OUR REF:

DECLASSIFIED
JCS Memo
2 Jan. 1976
By *[initials]* LC; Date *2/12/76*

2nd February 1943

Dear Arnold

You asked me to let Portal know that you hoped to get at least sixteen and possibly twenty heavy bomber groups into the U.K. this year. I sent him this information and also told him of your misgivings as to the Naval implications of allocating Fortresses to Coastal Command. He has now replied in the following terms :-

Initial program with very possible shift into its accompaniment.

"Please tell Arnold that sixteen or better still twenty heavy bomber groups this year will be most welcome. I am sorry that the allocation of Fortresses to Coastal Command has given rise to misgivings, but unfortunately we had no alternative after our failure to obtain increased releases of Catalinas from the U.S. Navy. If we are to keep alive and to receive adequate supplies from America the Eastern Atlantic must be adequately patrolled. This fact explains the allocation in question which is emphatically not due to any lack of faith in the bombing offensive against Germany. The latter remains the key of our strategy."

How are known what these alterations are?

You will readily understand that I am myself not enthusiastic about the diversion of heavy bombers from attacking Germany. In the circumstances, however, I do not see that there is any alternative. If this is admitted I feel that the Fortress, rather than the B.24D. should be employed for Coastal Command work, since the slightly longer range and better load capacity of the latter gives it the advantage from the point of view of offensive operations against Germany. I hope, therefore, that you will agree that the alterations necessary to enable the B.17E. and F. to carry out effectively their role with Coastal Command shall be effected in the modification centres in this country.

Yours c

A. T. Harris

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

air 103457.1 England 164

~~SECRET~~
BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
DATE *1/12/76* INITIALS
(Air AG)

DECLASSIFIED
E.O. 13526
DATE *1/12/76*
BY *ALC/DC*

February 6, 1942.

SUBJECT: Release of 24 DB-7 Airplanes to the Air Service Command.
TO: Chief of the Air Corps.

1. The Commanding General, Air Force Combat Command, has been directed to release 24 DB-7 airplanes to the Air Service Command, OCAC, for preparation for overseas shipment in connection with the Turbinlite project. Destination of above planes is Heston, England.
2. The above data are for your information and necessary action.

By command of Lieutenant General ARNOLD:

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

452.1 England

(163)

FEB 8 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-5	A-6	A-7	A-8	Budget	Statistics
		<i>JMC</i>										

~~SECRET~~

an 452.1 England (163)

HEADQUARTERS AIR FORCE
ROUTING AND RECORD SHEET

DECLASSIFIED
DOD 875
8 Jan. & 20 June 1994
By: *Alida* SCL Date: 4/2/76

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

File No.
Tally No. AAF/A-3-14

SUBJECT: Release of 24 DB-7 Airplanes to the Air Service Command.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-3 GMC-ds
1	AAF A-3	AAF A-4	1942 1/31	<p>The Commanding General, Air Force Combat Command, has been directed to release 24 DB-7 airplanes to the Air Service Command, OGAC, for preparation for overseas shipment in connection with the Turbinlite project. This for your information and necessary action.</p> <p>Destination of above planes is Heston, England.</p> <p>2. The same <i>is for</i> you information and necessary action. <i>ELN</i> <i>C/A-3</i></p>	
2.	AAF/A-4	AAF/A-4	2/3	<p>1. It is requested that a directive, substantially as follows be sent to the Chief of the Air Corps:</p> <p>"1. For your information and necessary action."</p> <p><i>TJH/jw</i> TJH, Jr., C/A-4</p>	AAF/A-4 JFW/mwb

DECLASSIFIED

(Do not use reverse side)

V-4071, AC, Rev. 8/14

Page No. _____

~~SECRET~~

RECEIVED

DECLASSIFIED
DDO #2
By AL/12 on 12/17/76
E.O. 12958 of Dec 22, 1951

AS 2, 1 England

February 16, 1942.

Mr. G. R. Fairry
Director General
British Air Commission

Dear Mr. Fairry:

I have your letter of February 7, 1942 in regard to the substitution of LB-30's.

In order to carry out your wishes in the matter, as far as possible, we will agree to retain 30 B-24's which are now set-up for Britain from February production and release to Britain 15 LB-30's this month (February 1942) and the remaining 15 next month (March 1942).

162

(4-B)
BEM:Cet

Please let us know at the earliest possible moment if this arrangement meets with your approval.

Sincerely yours,

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

Speed Manager

To Mail & Record Room
Date 2/16/42
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATERIEL <i>FM</i>
MEDICAL
MILITARY PERS.
PLANS
TRAIN. & OPER.
W. COM. AERO. RD.

~~SECRET~~

A-7

1-160

AS 2, 1 England



SECRET

BRITISH AIR COMMISSION

OFFICE OF
THE DIRECTOR GENERAL

1785 MASSACHUSETTS AVENUE

WASHINGTON, D. C.

February 7, 1942.

DECLASSIFIED
JCS Memo
9 Jan. 1975
By *alr/lc*; Date *9/2/76*

Dear General Arnold,

(2/6/42. Prepared by A3)

I am extremely obliged for your letter about the LB-30s, and am most grateful to you for offering to revise the schedule so as to release thirty to us in place of B17Es.

We gladly accept this exchange.

Before, however, the new schedule is finally ratified I wonder if you would mind my raising a point on the delivery dates. I believe it is your intention that the thirty airplanes should be released as soon as replacements can be found for them. If this is so, would it be possible for you to retain for this purpose the thirty B17Es due for transfer to us in January and February, as none of these has yet been handed over; or failing that, some of the B24Ds assigned to us in February?

If an arrangement of this kind can be made so that we could get the thirty LB-30s this month it would be an enormous help. England are pressing us to send over as many Liberators as we can in the shortest possible time and I know they would be very gratified if thirty could be despatched in February.

Please accept my sincere thanks for your prompt response and consideration in this matter, which I assure you is greatly appreciated.

2/9/42
Col. Meyer -
Prepare reply
[Signature]

With kindest regards,

Yours very sincerely,

[Signature]
Director General.

Lieut. General H. H. Arnold, U.S.A.,
Chief of the Army Air Forces,
War Department,
Washington, D. C.

SECRET

Dir Base. 1 Eng 162

RECEIVED
If this change meets with the approval of the British Air Commission, please let us know without delay in order that arrangements may be made to put the revised schedule into effect.

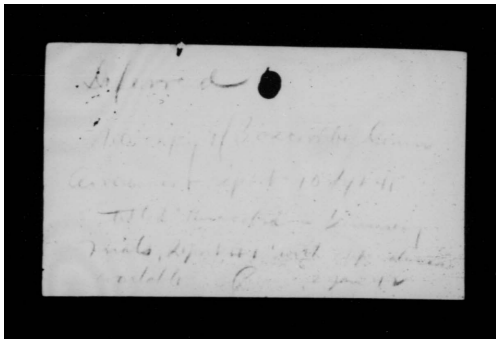
H. H. Arnold -
Lieutenant General, U.S.A.,
Chief of the Army Air Forces

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Sec'y of Staff Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics
<i>[Signature]</i>					<i>[Signature]</i>					

AAF-39

air 8452-1 Aug. 1962

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HIS PAGE IS DECLASSIFIED IAW EO 135

DECLASSIFIED
DDO RUC
8 Jan 4 20 June 1974
MILWAUKEE, WIS. 54212-776

(AIR AG)

February 12, 1942

SECRET
BY AUTHORITY OF THE
CHIEF of ANALY AIR FORCES
DATE _____ INITIALS _____

SUBJECT: Operational Use of Bell P-30 Aircraft Equipped with 37 MM Cannon.

TO: The Chief of Air Corps.

1. Attention is invited to the attached reports on the subject of operational use of the P-39 airplane in connection with previous reports of the same nature.

2. Information is requested in a summarized report to indicate the scope and status of necessary modifications to improve this type airplane for operational use.

By command of Lieutenant General ARNOLD:

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

Incl.:
Copy ltr. 1/2/42, from Chaney
to C/AAF, w/Incls. listed.

452.1 England (160)

HEADQUARTERS				ARMY AIR FORCES				COORDINATION			
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Sta-tistics	
		77C				✓					

AAF-39

SECRET

452.1 England (160)

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOD IIR

8 Jan. & 20 June 1974
By: *AWK* 1G. Date: *6/24/74*

DECLASSIFIED

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

File No.

Tally No. AAF

SUBJECT: Operational Use of Bell P-39 Aircraft Equipped with 37 MM. Cannon.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF AAG	1942 2-9	<p style="text-align: right;">AAF/A-4 JFW/gwd</p> <p>It is requested that a memorandum, substantially as follows, be forwarded to the Chief of Air Corps:</p> <p style="padding-left: 40px;">Attention is invited to the attached reports on the subject of operational use of the P-39 airplane in connection with previous reports of the same nature.</p> <p style="padding-left: 40px;">Information is requested in a summarized report to indicate the scope and status of necessary modifications to improve this type airplane for operational use.</p> <p>Incl.: Cy.ltr. 1/2/42, frm. Chaney to C/AAF, w/Incls. listed. for TJH/<i>[initials]</i> TJR C/A-4</p>

DECLASSIFIED

(Do not use reverse side)

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

No. *air 23452 England 160*

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

Date 3-4-42

TO:

- Chief of the Army Air Forces.
- C.G., Air Force Combat Command.
- Chief of the Air Corps.
- Chief of the Air Staff.
- Secretary of the Air Staff.
- 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.

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

Date 2/5/42

TO:

- Chief of the Army Air Forces
- C.G., Air Force Combat Command
- Chief of the Air Corps
- Chief of the Air Staff
- Secretary of the Air Staff
- A-1 Division
- A-2 Division
- A-3 Division
- A-4 Division
- Air War Plans Division
- Budget Section
- Statistics Section
- Air Inspector
- A.F. Files

For necessary action

gmc
JOHN J. ...
Lt. Colonel, A. G. O.,
Assistant Air Adjutant General

452-1 England (159) AAF-110

DECLASSIFIED
GAD hrs.
8 Dec. 4 20 June 1974
By: *SLK/RL* LC Date: *10/21/74*

~~CONFIDENTIAL~~
~~SECRET~~

282

1st Ind.

(Air AG)

WD HQ. ARMY AIR FORCES, Washington, D. C. February 11, 1942: To: The Chief of the Air Corps.

To note outstanding characteristics reported in relation to current developments.

By command of Lieutenant General ARNOLD:

R. C. Lewis
R. C. LEWIS,
Major, Air Corps,
Acting Ass't. Air Adj. Gen.

1 Incl. nc

RECEIVED
FEB 12 1942
PROD. ENGR. BR.,
O. C. A. C.

4521 England

2nd Ind.

(4-E-3)

War Department, Office, Chief of the Air Corps, Washington, D. C. MAR 3 1942
TO: Chief of the Army Air Forces.

1. Noted. For the Chief of the Air Corps

(159)

Hq. Army Air
MAR 3 1942
AAG Received

F. E. Ordway, Jr.
F. E. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

1 Incl. n/c

File
[Signature]

CG-582
2/13

- 2 -
~~CONFIDENTIAL~~

4521 England (159)

~~CONFIDENTIAL~~

DECLASSIFIED
DOO hrs
8 Jan. & 20 June 1974
By *AKW/CR* LC Date: *12/12/76*

~~CONFIDENTIAL~~

Subject: Recommendations of Military Attache.

2nd Ind.

(4-2-3)

War Department, Office, Chief of the Air Corps, Washington, D. C. MAR 3 1942
TO: Chief of the Army Air Force.

1. Noted.

For the Chief of the Air Corps

F. L. GURWAY, JR.:
Major, Air Corps;
Asst. Exec., Mat. Div.

1 Encl. n/s

ca-387.

- 2 -

~~CONFIDENTIAL~~

Ch: 00452.1 England (157)

DECLASSIFIED
DDO lms

8 Jan 20 June 1974
by *AK/qa* Date *10/27/74*

~~CONFIDENTIAL~~

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
MILITARY INTELLIGENCE DIVISION G-2
WASHINGTON

MID 452.1

February 2, 1942.

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCE:

Subject: Recommendations of Military Attache.

1. Report No. 990, Military Attache, Ottawa, Canada, January 10, 1942, subject, Handley-Page Aircraft, Ltd., a copy of which is inclosed, prepared by John S. Gullet, Lt. Col., Air Corps, contains the following recommendation:

It is recommended that the following features of the Halifax four-engine bomber be given careful consideration in building aircraft of this type:

- a. The crew disposition and their proximity to each other for purposes of efficient operation.
- b. The simplicity and yet adequate method of protecting the crew with a minimum of armor plating and incident weight.
- c. The unique and highly efficient method of supplying ammunition to the machine guns, with ammunition loads being held as near as possible to the important C.G. position in the aircraft.

2. Under the provisions of AG 350.05 (12-2-40) M-B-M, December 3, 1940, subject, Initiation of action on Recommendations from Military Attaches, this recommendation is referred to your Division for action.

RAYMOND E. LEE,
Brigadier General, U. S. Army,
Assistant Chief of Staff, G-2.
by *Roderick*
F. E. RODERICK
Colonel, G.S.C.
Asst. Executive Officer, G-2

1 Inclosure

CC: Deputy Chief of Staff, w/incl.

Adj. Army

FEB 3 1942

MAJ Received

CA 532

~~CONFIDENTIAL~~

AG/313
Air AB 482 / England (159)

~~CONFIDENTIAL~~
(Classification)

ENCLOSURES
COPY No. _____
(For Record Section only)

MILITARY INTELLIGENCE DIVISION W. D. G. S.

MILITARY ATTACHE REPORT Great Britain
(Country reported on)

Subject Handley-Page Aircraft, Ltd. I. G. No. 9905
(Brief descriptive title)

From M. A. Ottawa, Can. Report No. 990 Date January 10, 1942

Source and degree of reliability:
Mr. Handley-Page, general manager, and personal visit.

SUMMARY.—Here enter careful summary of report, containing substance succinctly stated; include important facts, names, places, dates, etc.

Summary: Brief description of the Handley-Page Aircraft Co. Ltd., England, product (4-engine Halifax Bomber), employees, subcontracting, productive effort and general comments.

DECLASSIFIED
EO 12065
By AMT/MAF Date 11/18/82

Distribution by originator _____

Routing space below for use in M. I. D. The section indicating the distribution will place a check mark in the lower part of the recipients' box in case one copy only is to go to him, or will indicate the number of copies in case more than one should be sent. The message center of the Intelligence Branch will draw a circle around the box of the recipient to which the particular copy is to go.

GHQ	G-1	G-2	G-4	WFD	ONI	State	Comm.	Trans.	F. B. I.	A. W. C.	C. & G. S. S.	Ind. Coll.	Report Control	
A. C. of S. G-2	Chief of Staff	MA Sec.	PL Sec.	Rec. Sec.	Trans. Sec.	CIB	SSG	P. and T.	Inf. Cont.	Coord. Sec.		Def. Adm. Dir.	Coord. of Inf.	
AS	BE	CE	EE	WE	FE	LA	SH	Cont.	Dissem.	Field Post.		ASW	USW	ASWA
CHIEFS OF ARMS AND SERVICES														
Inf.	Conv.	FA	CAC	AG	AAF	Hq.	Arm.	Ord.	QM	CWS	Med.	Engr.	Fin.	
Attached at	CG Pab.	CG Pan.	CG Hqs.											

Enclosures: 7/13
AVG/313

WAR DEPARTMENT
O. C. S. IT (Rev.)

16-54820-1 U. S. GOVERNMENT PRINTING OFFICE

~~CONFIDENTIAL~~
(Classification)

~~CONFIDENTIAL~~Main Plant

Located at London with assembly plant at nearby Radlett. The London plant is old and very poorly laid out. The lighting is poor and the congestion of plant equipment makes for extremely bad operating conditions. The assembly plant at Radlett, however, is reasonably modern and appears to serve satisfactorily. At hand is a fairly adequate aerodrome for testing multi-engine airplanes carrying normal loads.

The assembly plant and aerodrome are protected by anti-aircraft guns and small machine guns located to provide cross-fire on attacking airplanes. No balloon barrage is provided, the assumption being that the proximity of the Radlett installations to London proper insures their protection by the general balloon barrage defenses of London.

Transportation facilities include rail, motor highway and air, and are considered adequate.

Personnel and Wages

The Handley-Page Company personally employs about 6,000 workers. An additional 6,000 employees represent subcontractors. Of the total, 12,000 workers, it is estimated that 50% are women.

The average wage is the equivalent of about 55¢ per hour. Shifts are of ten hours' duration operating normally six days per week, two shifts each day. It was stated that production efficiency of direct labor amounts to about 2½ pounds per worker per day. Considering the factory working conditions referred to above and, further, disbursement incident to subcontracting, this individual productive effort is considered unusual. And, as has been pointed out in other reports, the large percentage of female labor and the relatively unskilled male labor available mitigate against greater productive efficiency.

Subcontracting

Much of the subcontracting employed by Handley-Page is done by the automotive industry which has been practically converted 100% to war production. Added to this are the many small plants in the city of London which have been utilized in numbers to make identical parts thus insuring continued production flow even if a few are destroyed through aerial bombardment.

The Handley-Page Company makes more of its own parts than a company such as Hawker (see Report No. 976). Moreover, concentrating on single designs aid this company in its manufacturing.

Handley-Page, like other larger companies, exercises considerable control over personnel of subcontractors. Raw materials and important component

From H.A. Ottawa, Can. Report No. 990 January 10, 1942

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

parts are furnished subcontractors by Handley-Page.

Product

The airplane in process of construction and the product inspected was that of the 4-engine Halifax Bomber, which employs a crew of seven. A brief description of this airplane is submitted below.

Halifax Bomber

This airplane is a high-wing monoplane and operates at a gross loading of about 60,000 pounds.

The airplane is equipped with 4 Rolls-Royce Merlin-20 engines, developing 1375 H.P. for take-off and rated at 1240 H.P.

Gasoline installed in wing tanks totals 1800 gallons with an additional 400 gallons carried inside the fuselage. This total of 2200 Imperial gallons is the equivalent of 2750 U.S. gallons.

Propellers employed are 3-blade constant speed types using either metal or wood (composition) blades. Propeller deicing installations of the oil spray type are installed.

Bombs are carried in racks installed on both sides of, and parallel to the fore and aft axis of the fuselage. This is in contra-distinction to the bomb bays employed in American bomber aircraft whereby bombs are racked in a vertical position, one above the other. The British method of racking provides for greater ease of "bombing up" since the racks are so readily accessible on both sides of the fuselage from landing gear position aft.

In this particular airplane provision is made to carry six (three each side) 500 lb. bombs in the wings. Added is provision for carrying 12 such sized bombs in the fuselage bomb racks, or a combination of bomb sizes can be carried to include 2000 lbs. of bombs in what may be termed the bomb bays.

The fuselage with its disposition for seven men comprising the crew is the most logical arrangement ever seen in a service type airplane. There is the conventional seat for the pilot and a bucket seat for the co-pilot. Back of these and having almost immediate proximity to them are the engineer and radio operator. Just forward of the pilot and co-pilot is the navigator who is positioned to move directly forward to his bombing position upon approaching the target. The forward gunner's position is high and almost directly over the radio-navigator (observer). This total of six of the aircrew are forward of and protected by a bulkhead and door of armor plate just about the center of the fuselage. The rear gunner is the only member of the crew who is aft of this armor protection.

The rear gunner is protected by armor plate and

From R.A.Ottawa, Can. Report No. 990 January 10, 1942

-3-

~~CONFIDENTIAL~~

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bullet-proof glass insofar as same is possible. He operates four machine guns which swing in a power turret. The supply of ammunition of these four guns is most unique. Just aft of the armor bulkhead described above are installed 16,000 rounds of .303 ammunition for the four rear guns. This ammunition (4000 rounds each gun) feeds directly from this amidship position to the guns by means of a mechanical track of the link-belt type.

The forward gunner has two guns which are likewise supplied with 1000 rounds each from a similar mechanical ammunition feeder.

A hot air heating system extends from the nose to the tail of the aircraft. The deicing equipment is provided for the double tail group but not for the wings which are equipped with cable cutters for penetrating the balloon barrage.

The airplane is of skin-stressed construction. The box-type wings contain two large dump valves under each wing which extend with lowering of the flaps and provide for jettisoning the gasoline load with a minimum of danger from the engine exhausts which are carried high over the top of the wings.

The airplane is put together by means of rivets, no spot-welding being employed. It was noted that in many non-structural surfaces spot-welding could have been utilized to advantage.

Like other English aircraft inspected, the cockpit installations were poor. Again there appeared to be no thought given to standard instrument boards and other essential cockpit installations.

No information was made available concerning the performance of this airplane aside from the general remark that its performance surpassed anything of its kind produced to date. Considering the wing-spread which appeared to be about 100 ft. and the gasoline and bomb installations provided, the conclusion was reached that the wing loading would be something over 50 lbs. per square foot.

Production

Mr. Handley-Page estimates that production of this airplane will equal five per week or roughly 250 per year. Considering the size of the plants, the other work carried on, the poor working conditions and the disbursement referred to above, this production must be considered very good.

Government Furnished Equipment

Equipment for installation furnished by the Government is about the same as that in the United States where approximately 170 to 185 different items

From N.A.Ottawa, Can. Report No. 990 January 10, 1942

-4-

~~CONFIDENTIAL~~

CONFIDENTIAL

are concerned. Like other British manufacturers, Mr. Handley-Page feels that only the most essential items should be furnished by the Government such as perhaps engines, propellers and special instruments. Aside from these items he feels that the Government should buy from and the company should be expected to deliver a finished fly-away airplane.

Comment: The Halifax 4-engine bomber, in the opinion of this office, is the cleanest large ship seen in England. It looks like an airplane. If the Merlin engines perform as satisfactorily in this airplane as they have in fighter types, undoubtedly the operation of this airplane will be highly satisfactory.

As pointed out above, the airplane possesses three features worthy of consideration in building aircraft of this type. First, is the crew disposition and their proximity to each other for purposes of efficient operation. Second, the simplicity and yet adequate method of protecting the crew with a minimum of armor plating and incident weight. Third, the unique and highly efficient method of supplying ammunition to the machine guns, with ammunition loads being held as near as possible to the important C.G. position in the aircraft.

The conversion of the British automotive industry to the production of war materials is a contradiction of the contention of certain American industrialists who continue to maintain that the mysteries of manufacturing airplanes, airplane engines, and component parts, preclude their production by American automotive concerns. In point of fact, the British aircraft industry appears to have learned that not only could the British automotive industry be converted to aircraft production but also the latter could teach the aircraft people much in the matter of manufacturing. These conclusions are borne out by the recent statements of Lord Beaverbrook who, during the course of his visit in Washington, allegedly startled Mr. Knudsen of OPM by reporting the extent of conversion of the British automotive industry, and the big bet in this field that has been too long overlooked by the United States.

From H.A. Ottawa, Can. Report No. 990 January 10, 1942

John S. Gullett
Lt. Col., Air Corps
Military Attache

-5-

CONFIDENTIAL

CONFIDENTIAL

DECLASSIFIED
DDO 100
8 Jan 6 30 June 1984
By: *AKH/LL* Date: *10/10/76*

RECORDED

Subject: Recommendations of Military Attacks.

2nd Ind.

(4-2-3)

War Department, Office, Chief of the Air Corps, Washington, D. C. **MAR 3 1942**
TO: Chief of the Army Air Force. *JEP:iss*

1. Noted.

For the Chief of the Air Corps

1 Incl. n/o

F. I. ORDWAY, JR.,
Major, Air Corps
Asst. Exec., Major General

To Mail & Record Room
Date W/3-1-42
EXECUTIVE
FINANCE
INFORMATION
INSPECTION
INSTRUCTION
MEDICAL
PERSONNEL
PLANS
RESERVE
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- 2 -

CONFIDENTIAL

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DECLASSIFIED
DDO Hqs

8 Jan & 20 June 1974
By: AC/16 AG: Date 10/12/76

~~CONFIDENTIAL~~

WAR DEPARTMENT
War Department General Staff
Military Intelligence Division, G-2
Washington

MID 452.1

February 2, 1942.

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCE:

Subject: Recommendations of Military Attache

1. Report No. 990, Military Attache, Ottawa, Canada, January 10, 1942, subject, Handley-Page Aircraft, Ltd., a copy of which is inclosed, prepared by John S. Gallet, Lt. Col., Air Corps, contains the following recommendations

It is recommended that the following features of the Halifax four-engine bomber be given careful consideration in building aircraft of this type:

- a. The crew disposition and their proximity to each other for purposes of efficient operation.
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2. Under the provisions of AG 350.05 (12-2-40) M-B-M, December 3, 1940, subject, Initiation of action on Recommendations from Military Attaches, this recommendation is referred to your Division for action.

RAYMOND E. LEE,
Brigadier General, U. S. Army,
Assistant Chief of Staff, G-2.

by T. E. Roderick
T. E. ROGERICK
Colonel, G.S.C.
Asst. Executive Officer, G-2

1 Inclosure

CC: Deputy Chief of Staff, w/incl.

COPY

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED
DDO Hqs

8 Jan & 20 June 1974
By: AC/16 AG: Date 10/12/76

1st Ind.

(Air AG)

WD HQ. ARMY AIR FORCES, Washington, D. C. February 11, 1942. To: The Chief of the Air Corps.

To note outstanding characteristics reported in relation to current developments.

By command of Lieutenant General ARNOLD:

R. C. LEWIS,
Major, Air Corps,
Acting Ass't. Air Adj. Gen.

1 Incl. no

~~CONFIDENTIAL~~

26-582
2/13

26-4521 Encl. (59)

~~CONFIDENTIAL~~

~~DECLASSIFIED~~

DECLASSIFIED

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8 Jan. & 20 June 1974

By: AW/AC Date: 10/2/76

Recommendations of Military Attache.

AAF/A-4
JFW/ged

1. AAF AAF 1942
 A-4 AAG 2-9

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

To note outstanding characteristics reported in relation to current development.

Incl.:

Memo 2/2/42, fr. A.C./S., G-2,
to C/AAF, above subj., w/cy.
E.I.D.rpt. 1/10/42.

FSB
for
TJH
C/A-4

ca. 582.
7/13

~~CONFIDENTIAL~~

air. 4021 England (15)

~~CONFIDENTIAL~~

DECLASSIFIED
DDO HES

8 Jan. & 20 June 1984
By: JAC/LS (S) Date: 10/21/78

~~CONFIDENTIAL~~

RCL: jd
(Air AG)

1st Ind.

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R. C. LEWIS,
Major, Air Corps,
Acting Ass't. Air Adj. Gen.

1 Incl. nc

452.1 England (159)

Disposition:
11 Nov
AAG

HEADQUARTERS ARMY AIR FORCES				COORDINATION							
Chief of Staff	Sec'y of Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budger	St a	1. 2. 3. 4.
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~~CONFIDENTIAL~~

air ops w/air Eng... (159)

HEADQUARTERS ARMY AIR FORCES
~~CONFIDENTIAL~~
 ROUTING AND CHECK SHEET

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

DECLASSIFIED
 300 hrs
 8 May 4 20 June 2007
 By: *ADJ/A* Date: *14/2/76*

File No.
 Tally No. AAF

SUBJECT: Recommendations of Military Attache.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF AAG	1942 2-9	<p style="text-align: right;">AAF/A-4 JFW/gwd</p> <p>It is requested that a memorandum, substantially as follows, be sent to the Chief of Air Corps:</p> <p>To note outstanding characteristics reported in relation to current development.</p> <p>Incl.: Memo 2/2/42, frm. A.C./S., G-2, to C/AAF, above subj., w/cy. M.I.D.rpt. 1/10/42.</p> <p style="text-align: right;">FSB for <i>TJH/DW</i> TJH C/A-4</p>

~~CONFIDENTIAL~~

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

Page No. *air ab 4521 England 159*

(4-E-4)

DECLASSIFIED

DECLASSIFIED

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8 Feb. 20 1976
19/12/76

Royal Air Force Delegation,
Box 772, Benjamin Franklin Station,
Washington, D. C.

(Attention: Air Commodore E. B. C. Betts)

Gentlemen:

Receipt is acknowledged of Air Commodore E. B. C. Betts' letter to General H. E. Arnold, dated January 23, 1942, which pertained to the remaining ninety-six (96) Vultee O-49 aircraft.

Subsequent to your conversations with Colonel Meyers, it was agreed that transport and observation aircraft to be allocated in 1942 should be allocated to the original purchaser or, in case of Lend-Lease, to the country tentatively set up to receive the aircraft. This, of course, abrogates any commitments made for diversions of these aircraft from U. S. Government orders.

Very truly yours,

PWT:epc

WILLIAM W. DICK
Colonel, A.G.D.
AIR ADJUTANT GENERAL

FOR AND IN THE ABSENCE OF GENERAL ARNOLD:

File Copy 4521 England (156)

Sic Air Staff
(Col V. concave
in abs. Gen. A.)
Mr. 2
574

RECORDED
FEB 5 1942
AAG

COPY FOR ARMY AIR FORCES.

DECLASSIFIED

File Copy
4521 England (156)

File Copy

NOV 25 1979

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

SECRET

DECLASSIFIED
000 FTS
8 Jan. & 20 June 1974
By: *AWH/JC* Date: *1/2/76*

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

January 31, 1942.

MEMORANDUM FOR CHIEF OF THE ARMY AIR FORCES.

SUBJECT: Letter to Royal Air Force Delegation
re Remaining 96 O-49 Aircraft.

1. In compliance with request to Colonel Meyers, there is attached hereto reply to letter from Air Commodore Betts, dated January 23, 1942, on the above subject.
2. The Air Staff states that, unless these aircraft are retained by the Air Corps, it will be necessary to equip the two Task Forces which have observation groups in their composition with Piper Cubs instead of O-49's.
3. They further state that their willingness to give up O-49's three months ago was based on their opinion that the O-49 was not a satisfactory observation airplane. They do believe, however, that it is superior to the Piper Cub.

For the Chief of the Air Corps

OPE Echols

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

1 Incl.
Ltr to RAF Delegation



SECRET

5/MC/559
201 884521 England (156)

DECLASSIFIED

DOU 1175

8 Dec. & 20 June 1978
By: ALM/UC-DC Date: 10/27/76

~~SECRET~~

MEMORANDUM

January 31, 1942.

MEMORANDUM FOR CHIEF OF THE ARMY AIR FORCES.

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3. They further state that their willingness to give up O-49's three months ago was based on their opinion that the O-49 was not a satisfactory observation airplane. They do believe, however, that it is superior to the Piper Cub.

For the Chief of the Air Corps

1 Incl.
Ltr to RAF Delegation

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

~~SECRET~~

HC/264
an AD 452.1/England (156)

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

Received from the Office, Chief of the Air Corps the following
(SECRET, CONFIDENTIAL) document:

Addressed to: Royal Air Force Delegation,
Box 772, Benjamin Franklin Station,
Washington, D. C.
Attention: Air Commodore E. B. C. Betts

Subject: Remaining 96 O-49 Aircraft.

Type of Corres.: Letter

Date: Written 1/28/42

Basic Dated: 1/23/42

No. Incls.: none

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

(4-E-4)

DATE RECEIVED: _____

BY _____
Name

Rank Branch

OFFICE OF: _____

OCAC NO. _____

2-32

AC/259
W-4003, AC., Rev. 12/2/41
Ch. 00453, 1 England (196)

DECLASSIFIED
DDO 102

8 Jan. 6 20 Dec 1974

11/11/74

~~SECRET~~
RELEASED

(4-2-6)

Royal Air Force Delegation,
Box 772, Benjamin Franklin Station,
Washington, D. C.

(Attention: Air Commodore E. S. C. Betts)

Gentlemen:

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Very truly yours,

PWT:eps

WILLIAM W. DICK
Colonel, A.G.D.
AIR ADJUTANT GENERAL

FOR AND IN THE ABSENCE OF GENERAL ARNOLD:

RECORDED
FEB 5 1942
AAG

COPY FOR GENERAL ARNOLD.

RELEASED
~~SECRET~~

AG 259
air 20452.1 England (156)

AGC 21 (RAF)

TELEPHONE HOBART 1840

Box 772
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

ROYAL AIR FORCE DELEGATION
(BRITISH AIR COMMISSION)

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

YOUR REF:

OUR REF:

23rd January, 1942.

Lieutenant General H.H. Arnold,
Chief of the Army Air Corps,
U.S. War Department,
WASHINGTON, D.C.

DECLASSIFIED
JCS Memo
3 Jan. 1976
By AK/LC; Date 2/2/76

Dear General Arnold,

In the absence of Air Marshal Harris I am writing to you with reference to a difficulty which has arisen as regards releases of aircraft to Britain. The aircraft concerned are 100 Vultee O,49 which are due for delivery on order B.S.C.2292. These were unfortunately overlooked in the preparation of the schedule of releases signed by yourself and Sir Charles Portal though in discussions between Colonel Meyers and myself it was, I think, understood that delivery of them would go forward.

The position now is that the authorities at Wright Field find themselves unable to release these aircraft since they do not appear in the schedule as finally initialled. I shall be most grateful if you will agree to authorise this release as the aircraft are very urgently needed by the Army in England at the earliest possible moment.

Yours sincerely,

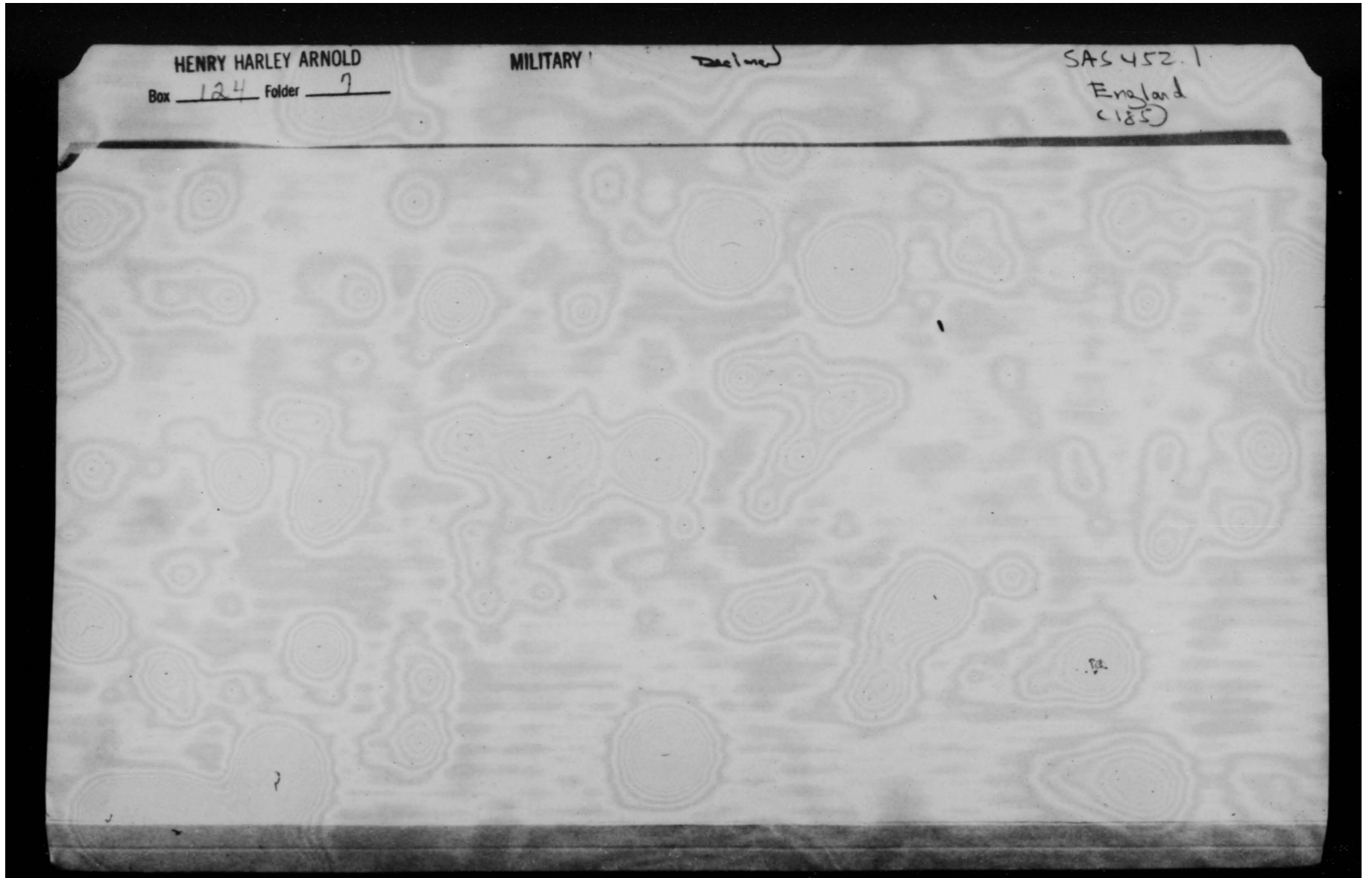
E.B.C. BETTS.
Air Commodore.

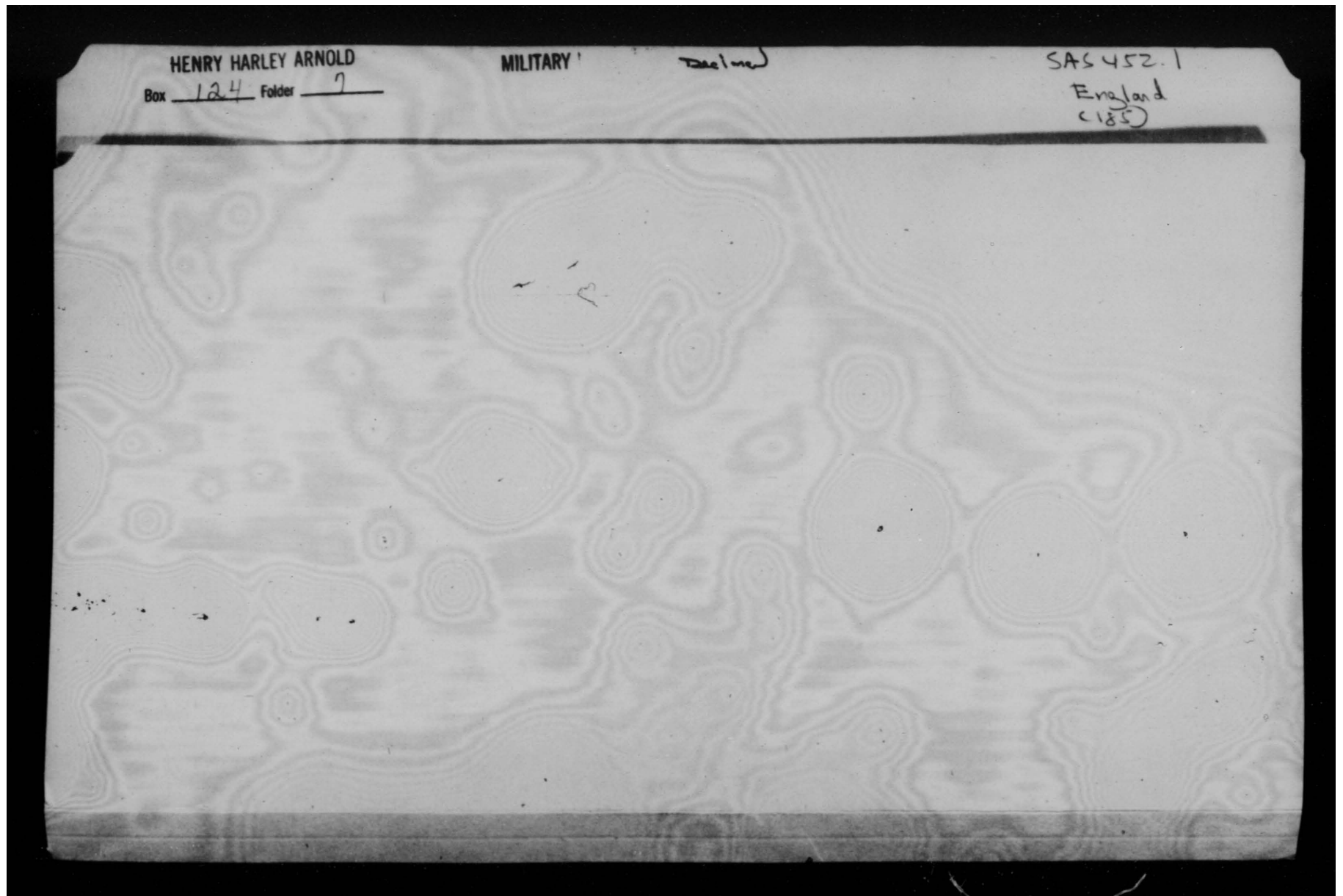
*Col. Meyers
Prepare reply*

RELEASED

~~SECRET~~

MG/259
an 28452.1 England (156)





HENRY HARLEY ARNOLD

MILITARY

Deline

SAS 452.1

Box 124 Folder 7

England
(185)

DECLASSIFIED
DOO 113.
8 Jan. & 20 June 1974
By ~~ATL/K~~ ~~AC, Date 1/23/73~~ 2/23/43

See Bully Plg. for cy ltr. Gen.
Arnold #12/42 to Gen. Harman
with Incls.

[I don't find any such letter in memo]
envelope under 185. Eng. vs all UK
A. B. News 3/15/66

File
ci 2/23/43

Secret

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AFAMC-8

~~SECRET~~
WAR DEPARTMENT

DECLASSIFIED
OOO IRE

8 Jan. 4, 80 James 1984
By *MLK* JAC. Date 1/12/78

WASHINGTON

APR 1 1942

MEMORANDUM TO: Major General M. F. Harmon
Chief of the Air Staff
Headquarters, Army Air Forces

SUBJECT: Changes in the Arnold-Portal Agreement

1. Attached hereto for your information is a memorandum, dated March 27, 1942, from Munitions Assignments Committee (Air) which sets forth assignments approved by the Munitions Assignments Board other than those which appear in the Arnold-Portal Agreement.

T. I. Ordway, Jr.

Incl.:
(1) Memo fr Mun Assign Com to
Brig Gen B. E. Meyers
3-27-42

F. I. ORDWAY, JR.
Lieut. Colonel, Air Corps
Assistant Executive
Materiel Command

Att. to 4521 England (150)

Hq. AFMTC
APR 1 1942
AAS Received



SECRET
By Authority of
the Chief of the Air Corps
4-1-42 TID
Date Initials

~~SECRET~~

7, 5-509

Att. to 4521 England (150)

AFAMC-6

DECLASSIFIED
EOD 092

APR 27 1988 1224
By *WAL* / *WAL* Date *NOV 8*

~~SECRET~~

~~SECRET~~

APR 1 1942

MEMORANDUM TO: Major General M. F. Harmon
Chief of the Air Staff
Headquarters, Army Air Forces

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F. I. ORDWAY, JR.
Lieut. Colonel, Air Corps
Assistant Executive
Material Command

Incl.:

- (1) Memo fr Mun Assgn Com to
Brig Gen B. E. Meyers
3-27-42

~~SECRET~~

3-509

Order 4521 Enclosed (3)

CASE NO. 25

DECLASSIFIED

MUNITIONS ASSIGNMENTS COMMITTEE
(AIR)
WASHINGTON

DECLASSIFIED
JCS Memo
8 Jan. 1976
By 6211G; Date 10/2/76

March 27, 1942

MEMORANDUM FOR BRIG. GEN. P. E. MEYERS.

Subject: Saving in the Modification of
A-20 type airplanes under
the Arnold-Portal Agreement.

1. At the MAC(Air) meeting held on
March 27, 1942 subject Case was approved to
include the following:

a. 63 A-20C airplanes allocated
to the U. S. Army Air Forces in the months of
February and March be given to the British.

b. 85 A-20B airplanes allocated
to the British in April, May and June, 1942,
be allocated to the U. S. Army Air Forces.

c. The balance of 22 A-20 airplanes
still due the British on their allocation for
April, May and June be assigned to the British
from the 150 A-20C airplanes allocated to the U.S.
Army Air Forces in October 1942.

/s/ J. A. Saalfield
J. A. SAALFIELD
Capt., A. C.
Asst. Secy.

DECLASSIFIED

SEQUENCE NO. 3

6-509

DECLASSIFIED

For
By: *[Signature]*
Date: *[Date]*

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

~~SECRET~~

6th July, 1943.

Dear Arnold,

At our meeting on July 3rd I promised to report to the Air Ministry your bid for 50 Mosquitoes a month during the first six months of 1944, although, as I told you at the time, I could not conscientiously recommend an assignment of more than 15 a month. I thought that even this assignment would probably be at some dislocation to our plans as our production provides no margin over our existing requirements.

I have now received the Air Ministry reply which authorises me to confirm the offer of 15 Mosquitoes a month. This is the maximum on our present production programme and even this allocation represents a considerable sacrifice. Since I left the U.K. there have been developments which have increased the probable requirements for Mosquitoes in 1944 and the Air Ministry say that they are unlikely to be able to increase your assignment in November, 1943, unless there are quite unexpected developments of production.

On my return to the U.K. I shall immediately have the Mosquito position reviewed with a view to seeing whether there is any chance of increasing production. I must, however, say frankly that I am not very hopeful of the outcome.

Your sincerely
C. Courtney

C.L. COURTNEY,
Air Chief Marshal.

General H. H. Arnold,
Commanding General
U.S. Army Air Forces,
War Department,
Room 3-E-1009,
Pentagon Building,
Arlington, Va.

7/8/43
Gen. Kuter
[Signature]

DECLASSIFIED

7-1941

To ask
points

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

~~SECRET~~

27th June, 1943.

Dear Arnold,

I attach a table setting out in tabular form the British requirements for U.S. aircraft during 1944. These requirements have been adjusted from those submitted to Brigadier-General Kuter by Air Commodore Chapman on 22nd June, 1943, in the light of further discussions between our respective staffs.

I understand that your staff have received from my staff, either verbally or in writing, all the supporting data they require for these bids except in respect of that portion of the 1,000 P.51's (discussed under J.A.C. Case No. 3487) for which we are now bidding. I therefore attach to the table a statement of our case for 720 of these aircraft.

I also understand that the two types in which you may have some difficulty in meeting our full requirements are the B.25 and the A.20, due to the large part of the total capacity for these two types being devoted to the "Ground Attack" version. I suggest, however, that our bids are being made sufficiently in advance for a special line of complete aircraft, or of "noses", to be worked into your schedule which would provide the light bombers for which we now ask.

I hope you will be able to agree to these allocations, subject to future six-monthly reviews, and that our respective staffs can now go ahead tidying up the final agreement.

May I in conclusion make one further comment? The draft of "Report No. 1" which was forwarded to me by Langmead opens as follows:-

- "Part A; establishes the adjustments in 1943 allocations which have resulted from a June 1943 review of 1943 production prospects.
- Part B; establishes for planning purposes tentative Royal Air Force and Fleet Air Arm allocations of the United States built (or financed) aircraft for the first six months of 1944."

Whether or not you decide that the second half of 1944 should be excluded from the Agreement, I consider the words underlined should be omitted. The Arnold-Evill-McCain-Patterson Agreement covered the whole of 1943 without distinction but subjects to review in May 1943.

-1-

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Similarly I think our new Agreement should cover without distinction the period up to June 1944 (unless you decide to extend it) and should be subject to review in November 1943.

I am seeing Admiral McCain separately concerning the U.S. Navy types that appear in the schedule.

Yours sincerely,
C. C. Cantley

General H.H. Arnold,
Commanding General,
Army Air Forces,
War Department,
Room 3.E-1009,
Pentagon Building,
Arlington, Va.

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R. 2017

TELEPHONE DECATUR 9000

Box 772
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

ROYAL AIR FORCE DELEGATION

~~British Most Secret~~
~~U.S. Secret~~

PLEASE ADDRESS REPLY TO:

QUOTING REFERENCE: A.20887/41.

15th July, 1943.

War Department,
Army Air Forces,
Pentagon Building.

DECLASSIFIED
By: *[Signature]* Date: *10/12/76*

For attention: Colonel E.C. Langmead, Rm. 3E - 1087.

Mosquito Production.

Attached hereto are statements of estimated Mosquito production

(i) in U.K. as assessed in the M.A.P. production programme dated April 1943 (Tab A).

(ii) in Canada as assessed by D.M.S. on 19th June, 1943 (Tab B).

These are the figures which were used in deciding allocations of Mosquitos to the U.S.A.A.F. during the recent discussions.

2. It is estimated that the 120 aircraft allotted will comprise 40 bomber IV's from Canadian production and 80 night fighter VIII's from U.K. production; the latter subject to reduction depending on the quantity of Mosquitos placed or to be placed at the disposal of the U.S.A.A.F. by the Mediterranean Air Command. If it should be necessary to include fighter bombers to complete the agreed allocations, you will be informed.

3. The rate of availability of aircraft ex plant in Canada and U.K. is expected to be as follows:-

Type	1943.										Total
	A	M	J	J	A	S	O	N	D		
Unarmed bombers from Canadian production.	5	-	-	-	-	2	12	8	13		40
Night fighters from U.K. production.	-	-	-	-	-	23	18	22	17		80
Total:	5	-	-	-	-	25	30	30	30		120

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R.C. Senior
Air Commodore
Director of Supply and Organisation.

~~TOP SECRET~~
TAB A.

Estimated production of Mosquito aircraft in U.K. as assessed in
M.A.P. Aircraft Production Programme April 1943.

	B IV Merlin 21 or 23	B IX Merlin 72	F II Merlin 21 or 23	FB VI Merlin 23	FB X Merlin 10 SM	NF XIII Merlin 23	NF XIV Merlin 10 SM	PR IX Merlin 72	Total
Total thro' March 1943	227	-	415	15	-	-	-	-	657
A	25	6	48	18	-	-	-	3	100
M	24	4	39	29	-	-	-	4	100
J	24	7	38	35	-	-	-	4	108
J	-	10	30	42	-	5	-	14	101
A	-	10	20	50	-	16	-	20	116
S	-	10	-	55	-	40	-	25	130
O	-	10	-	62	-	50	-	30	152
N	-	10	-	69	-	50	-	30	159
D	-	10	-	58	-	40	5	26	139
1944 J	-	10	-	53	5	42	10	27	147
F	-	10	-	38	17	34	15	27	141
M	-	10	-	16	30	21	20	30	127
A	-	10	-	-	55	7	30	27	129
M	-	10	-	-	60	-	44	27	141
J	-	10	-	-	63	-	52	28	153
J	-	10	-	-	72	-	52	28	162
A	-	10	-	-	72	-	52	28	162
S	-	10	-	-	72	-	52	28	162
O	-	10	-	-	75	-	52	30	167
N	-	10	-	-	75	-	56	30	171
D	-	10	-	-	67	-	50	26	153
Total:	300	197	590	540	663	305	490	492	3577

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~~TOP SECRET~~
TAB A.

Estimated production of Mosquito aircraft in Canada as
assessed by D.M.S. 19th June 1943.

	B IV	N F	Total
Total through May 1943	31	-	31
J	4	-	4
J	14	1	15
A	19	1	20
S	23	2	25
O	27	4	31
N	32	6	38
D	40	6	46
1944 J	47	8	55
F	52	9	61
M	53	12	65
A	52	15	67
Totals:	394	64	458

Forecast beyond April 1944 not yet available.

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BRITISH REQUIREMENTS OF U.S. AIRCRAFT IN 1944.

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<u>Type.</u>	<u>Jan.-June</u>	<u>July-Dec.</u>	<u>Total.</u>
<u>U.S.A.A.F. COMBAT TYPES.</u>			
B.24	420	390 (a)	810
B.25 (b)	334	200	534
B.25 (Dutch)	30	30	60
A.20 (b), (c)	162	162	324
A.30 (c)	525	540	1065
A.26	(c)	(c)	(c)
P.51	720	720	1440
P.51 (d)	360	360	720
P.47	120	120	240
P.39/P.63 (e)	900	900	1800
Total Combat -	3571	3422	6993

U.S.A.A.F. TRANSPORTS.

C.69	5	21	26
C.54	30	70	100
C.47	500	500	1000
C.60	65	60	125
C.45	150	150	300
Total Transport -	750	801	1551

U.S. NAVY TYPES.

Flying Boats (f)	195	126	321
P.V.1 (g)	168	168	336
P.B.4.Y.2 (a)		(a)	(a)

GRAND TOTAL -	4684	4517	9201
----------------------	-------------	-------------	-------------

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NOTES:

- ~~CLASSIFIED~~
- (a) A proportion of these are required as P.B.4.Y.2. Rate and time to be agreed at the November discussions. Our bid for B.24's in second half of 1944 would be proportionately reduced.
 - (b) Light level bomber version.
 - (c) We ask that in the A.26 capacity a line of the light level bomber version be earmarked for the British as early as practicable and preferably starting in April 1944. Our A.20 bid would be Proportionately reduced. We also ask that this line should be built up to approx. 90 a month by the end of 1944, to meet British ^{light bomber} requirements ~~for this type~~.
 - (d) This bid is in respect of the 1,000 P.51's discussed under J.A.C. Case No. 3487. Supporting statement is attached.
 - (e) On British account for U.S.S.R. The British will continue to supply 50 Spitfires per month to the U.S.A.A.F. throughout 1944.
 - (f) Types within these totals to be agreed between British Air and U.S. Naval Staffs as early as possible after each Service has had sufficient operational experience in the type.
 - (g) Based on a production of 105 a month. We should wish to establish a claim on strategic grounds for a proportion of any excess production that may later be found possible.

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BRITISH REQUIREMENTS OF U.S. AIRCRAFT
IN 1944.

P.51 (J.A.C. CASE NO. 3487.)

SECRET

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DD FORM 1

1 Jan 45 to 30 June 1975

By: *[Signature]*

1,000 P.51's are due to be produced during 1944 out of parts fabricated under the control of N.A.I.N.C. and engined by Merlins drawn from the British assignment of the Packard-Merlin output.

The British feel that they have a strong case for receiving a substantial proportion of this output, since they are providing the engines and propellers from supplies already assigned to them and also because they played a large part in the early stages of the project that has now led to the additional output of 1,000 of these fighters.

The British had originally expected that these aircraft would commence to become available during the winter 1943/44 and were under the impression that they would be released to them in addition to allocations provided under the Arnold-Evill Agreement. In computing 1944 requirements of American fighter types, therefore, it had been assumed that these 1,000 P.51's would be assigned to us in any case.

The British had planned to utilise these aircraft in meeting the exceptionally heavy attrition likely to be incurred in the M.A.F. Fighter Force in 1944 in executing operations already planned for that year. The rate of attrition used in calculating our single engine fighter requirements for 1944 was 15% only: we anticipate an actual attrition of 50% over certain periods.

We are accordingly compelled to enter an additional bid for P.51's. We do not ^{propose} now, however, to ask for the full 1,000 but would press for 720 of them. This number would, we think, be sufficient to cover the additional attrition to be incurred in the intensive periods of the operations.

We have practically no reserve upon which we could call for this purpose. Whenever intensive operations in the United Kingdom have taken place our reserves have fallen to a dangerously low level, e.g. during the Battle of Britain and during the Summer Campaign of 1942 which included the Dieppe Raid. As a further example, in the case of Spitfires we expect that behind 900 U.E. aircraft in the front line in the U.K. we shall have only about 60 in reserve next month and about 130 next December.

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BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

~~SECRET~~
U.S. SECRET

22nd June, 1943.

Brigadier General L. Kuter,
War Department,
Pentagon Building,
ARLINGTON, VA.

Dear Kuter

R.A.F. REQUIREMENTS IN 1944.

I enclose a schedule setting out the British requirements for combat aircraft during 1944. I have not included the usual supporting data since our demands are so small in relation to the vast American production during 1944, that we hope you will agree that it should now be possible to dispense with these analyses. Would you give me a call (Extension 164, Public Health Building), suggesting a time when you would like us to come over to discuss this schedule.

In addition to the aircraft referred to in the table we also hope to receive, as early as can be arranged, six each of the B.29 and B.32 so that we may make a study of these types.

I am writing to Lieutenant Commander Riley separately concerning the U.S. Navy types mentioned in the schedule.

Yours sincerely
R. I. Chapman.

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BRITISH REQUIREMENTS OF U.S. AIRCRAFT IN 1944.

Type.	January-June.	July-December.	Total.
Flying Boats (a)	243	162	405
PV1 (b)	168	168	336
B.24 and PB4Y-2 (c)	420 ✓	390	810
B.25 <i>ok for 100 aircraft</i>	334	200	534
B.25 (Dutch)	30 ✓	30	60
A.20 (A.26) (d)	162	162	324
A.30 (A.26) (e)	525 ✓	540	1065
P.51 (h) <i>no ok</i>	840	840	1680
P.39/P.63 (f)	900 ✓	900	1800
Transports	(g)	(g)	(g)
Total (excluding transports)	3622	3392	7014

NOTES:

- Types within these totals to be agreed in discussion between British Air and U.S. Navy staffs.
- Based on production of 105 a month. In addition the British request 28% of any production in excess of 105 a month.
- A proportion of these required as PB4Y-2 as soon as possible. Rate and time to be mutually agreed between the British Air and U.S. Navy staffs.
- A.26's (light bomber version) to be allocated as early as practicable in 1944. Until then A.20's in a light bomber version would be acceptable.
- A.30's to be replaced by A.26's (light bomber version) as early as practicable in 1944.
- On British account for U.S.S.R. ~~In return~~ the British are prepared to continue to supply 50 Spitfires per month to the U.S. Army Air Force.
- This requirement will be dealt with in a subsequent paper.
- P.51D's changing to P.51F as early as possible.

22nd June, 1943.

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DATE 11/14/00 BY 1012/7

~~SECRET~~

BRITISH REQUIREMENTS OF U.S. AIRCRAFT IN 1944.
TRANSPORTS.

<u>Type.</u>	<u>Jan. - June</u>	<u>July - Dec.</u>	<u>Total.</u>
C.69 (Constellation)	10 ¹ 19	16	26
C.54 (D.C.4)	40 ^{5 (?) 30}	60	100
C.47 (Dakota)	600 ^{600 500}	400 ⁵⁰⁰	1000 ^{500 - 500}
C.60 (Lodestar)	65 ⁶⁵	60	125
C.45 or A.T.7.	150 ¹⁵⁰	150	300

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DOO /US.

9 Jan. 8 20 Jan 1974
By: ALM/UC (C); Date: 11/17/74

~~SECRET.~~

NOTES ON
R.A.P. TRANSPORT REQUIREMENTS 1944.

C.69.

26 are required to replace Liberators of various marks at present operating in the Transatlantic and U.K.-Russia route.

C.54.

We ask for a U.E. of 2 for attaching to each of our 22 C.47 squadrons. These will be used for special tasks such as "anti-submarine mobility", extra long hauls and special traffic. The commitment over a year will absorb a total of 100 aircraft, including attrition and necessary reserves.

C.47

The requirement is for 1000 throughout the year. Particulars are set out in attached Tab A.

C.45's and C.60's.

The British have been allocated 50 C.45's in 1943 to cover the U.E. for the Transport O.T.U. in Canada. The necessary reserves have not been provided for. An additional Transport O.T.U. is planned to form in early 1944 for which a U.E. of 60 C.45's, together with appropriate reserves, are required. These two commitments will absorb, together with attrition at 5% per month, some 192 aircraft during the year, as follows:

Canadian Transport O.T.U. - "Under Repair" Reserve	20	
40% of U.E.		
"Working Stock" and "In Transit" at 20%	10	
Attrition at 5% per month	30	60
New Transport O.T.U. - U.E. at 60	60	
"Under Repair" Reserve	24	
40% of U.E.		
"Working Stock" and "In Transit" Reserve at 30%	12	
Attrition at 5% per month	36	132

192

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2. In addition to the above we need a further 150 C.45's or A.T.7's and 125 C.60's for light communication work in Middel East, India and North Africa.

3. To summarise, we request that the following allocations of light communication aircraft may be made to the British in 1944:-

C.45's or A.T.7's. - 350

C.60's. 125
475

24th June, 1943.

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TAB "A"
SECRET

AMERICAN TYPE MEDIUM TRANSPORT REQUIREMENTS 1944.

	Under Repair Reserve 40% U.S.	Working Stock & In Transit 20% U.S.	New Squadrons U.S.	O.F.U. U.S.	Attrition 5% (3 Sqns at 30%).	Total.	Cumulative No. of Sqns formed up to 31/12/43 11.
January	30	15	25*	50	14	134	12
February	10	5	25*	-	22	62	13
March	10	5	25*	-	29	69	14
April	10	5	25	-	37	77	15
May	10	5	25	-	38	78	16
June	10	5	25	-	39	79	17
July	10	5	25	-	40	80	18
August	10	5	25	-	42	82	19
September	10	5	25	-	43	83	20
October	10	5	25	-	44	84	21
November	10	5	25	-	45	85	22
December	-	-	-	-	45	45	22
	130	65	275	50	438	958	-

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000
3 Jan 42 22 Jan 42 10 Feb 42 1942

* Attrition in these three squadrons calculated at overseas bomber operational rates.
NOTE: The 500 Dakotas to be allocated in 1943 will provide at 31/12/43 11 Sqdns. at 25 U.S. = 275
Repair Reserve at 40% = 110
Working Stock and In Transit Reserve = 55
Transports for services to neutral countries = 40
500

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23rd June, 1943.

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For
 By: *AS/AM* Date: *12/2/76*

U.S. ARMY AIR CORPS TYPES.

British Requirements of American Aircraft in 1944.

A.20 (Light Bomber Version) and A.26.

1. The British have planned to maintain in 1944 5 A.20 light bomber squadrons, of which two are operating in North West Africa, and attrition and reserves for these units and the small training unit is requested.

The detailed monthly requirements are:

Attrition on 54 U.E. (U.K. squadrons) at 20% per month	=	11
Attrition on 36 U.E. (N.W.A.) at 30% per month	=	11
Attrition on O.T.U. at 5% per month	=	1
Ready Reserve - 50% of Squadron U.E.	=	4
Total monthly requirements in 1944	=	27

The total requirement in 1944 is therefore 324 aircraft.

2. The British ask that this allocation should turn over to the A.26 just as early as this is practicable in 1944. It is understood that the present A.26 programme does not introduce the L.B. version until after the first 500 have been produced as a "ground attack" airplane with 75 mm. gun, i.e. until about September 1944.

3. The British ask that this programme should be altered so that a line of the light bomber version is introduced earlier, beginning preferably in April 1944.

4. Until the time agreed for the introduction of the A.26, the British ask for this monthly allocation to be a light bomber version of the A.20.

22nd June, 1943.

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For
 By: *AS/AM* Date: *12/2/76*

DECLASSIFIED

For
 By: *AS/AM* Date: *12/2/76*

U.S. ARMY AIR CORPS TYPES.

British Requirements of American Aircraft in 1944.

A.30.

At the end of 1943 we expect to have the following units operating on A.30's.

	Total U.E.
3 Bomber Recce Sqns in U.K. at 14 U.E. each	= 42
2 " " " " M.W.A. at 14 U.E. "	= 28
4 Light Bomber " " M.E. at 16 U.E. "	= 64
3 G.R. " " M.E. at 16 U.E. "	= 48
O.T.U.'s.	= 104

2. In addition we plan to form 4 A.30 squadrons (64 U.E.) in India in early 1944 for which 64 aircraft plus attrition will be required.

3. To provide the U.E. of the new squadrons, appropriate reserves and attrition through 1944 the British request that the full production (estimated at 1065 in 1944) should be allocated to them.

4. The British consider that the A.30 will be outmoded as a light bomber in all theatres of operations, particularly during the latter half of 1944. They therefore urge most strongly that their allocations of A.30's be replaced by A.26's just as early in 1944 as is found practicable.

22nd June, 1943.

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For
By: *W.S. ...* Date: *10/12/71*
bc

~~BRITISH SECRET~~
~~U.S. CONFIDENTIAL~~
~~REMARKS~~

U.S. ARMY AIR CORPS TYPES

British Requirements of American Aircraft in 1944.

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DOD ITR
2 Jan. & 20 June 1979
By: *ghl/LC* Date: *10/12/71*
bc

B-25's.

We shall have 6 B.25 squadrons operating in U.K. at the end of 1943. It is desired to maintain these squadrons through 1944.

2. It will be necessary to re-equip with B.25's No. 14 O.T.U. in Canada, now established on B.34's. This O.T.U. produces crews for the B.25 and A.20 squadrons, and it is most desirable that the training type should conform to the operational equipment. Moreover, there will not be sufficient B.34's out of the 60 secondhand ones to be released to us in 1943 to maintain the O.T.U. beyond the opening months of 1944.

3. We wish to form the B.24 O.T.U. in Canada early in 1944. This project was relegated from the 1943 programme. We need the B.25 as the lead-up type to the B.24, and 40 aircraft are required for the U.K.

4. To cater for these commitments, with necessary attrition and reserve, we request a total allocation in 1944 of 334 B.25's, to be delivered at the rate of 66 a month up to June and 33 a month thereafter.

5. The Dutch requirement is in addition to the above.

6. The British request is for the light bomber version of the B.25 and ~~not~~ for the ground attack version.

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5000 5600

22nd June, 1943.

DECLASSIFIED
 For
 87-1000-100-100
 8 Jan & 20 June 1974
 By: [Signature] L.C. Data Release
 1980

DECLASSIFIED
 DOD
 8 Jan & 20 June 1974
 By: [Signature] L.C. Data Release
 1980

BRITISH SECRET

U.S. WORKING TABLE

Year	Approved Classifications	Amplification of Class	Amplification of Subclass	For U.S.A.	Increased Security of Class	Increased Security of Subclass	Books Affected by U.S.A. Classification	Total
1944	66 56	21	3	-	-	-	5	29
January	66 56	21	3	20)	8	4	5	62
February	66 56	21	4	20)	8	4	5	62
March	66 56	21	5	20)	12	6	5	79
April	66 56	21	6	20)	9	5	5	70
May	66 56	21	7	20)	-	-	5	33
June	66 56	21	7	-	-	-	5	33
July	33	21	7	-	-	-	5	33
August	33	21	7	-	-	-	5	33
September	33	21	7	-	-	-	5	33
October	33	21	7	-	-	-	5	33
November	33	21	7	-	-	-	5	33
December	33	21	7	-	-	-	7	35
1954		252	70	54	37	39	62	534

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20th June, 1975

COPY

SUBJECT: Allocation of Airplanes - 1942.

The following allocation of planes to Britain from production in the United States is agreed upon:

	<u>H.B.</u>	<u>M.B.</u>	<u>L.B.</u>	<u>Pursuit</u>	<u>Observation</u>	<u>Transport</u>
Jan.	15	65	173	200		39
Feb.	47	65	191	231		52
Mar.	20	94	170	316		112
Apr.	20	180	171	292		150
May	40	180	271	251		125
June	45	180	258	400		105
July	19	200	241	350	27	45
Aug.	64	180	301	460	80	43
Sept.	43	200	249	400	100	48
Oct.	73	200	257	400	100	46
Nov.	92	100	281	350	94	38
Dec.	<u>111</u>	<u>100</u>	<u>182</u>	<u>400</u>	<u>1</u>	<u>49</u>
	589	1744	2745	4050	402	852

The above allocation will be subject to readjustment at a later date when attrition rates, changes in production figures or changes in number of units in combat areas make it advisable.

The assignment of models to conform to the allocation listed above as attached hereto is also agreed upon.

The allocation of Trainers will be dealt with separately.

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

/s/ OK BEM X

/s/ C. Portal
1/13/42 ACM, RAF,
CAS

OK 64-52-1 Eng (85) B

Ken Harmon
Rm 2206

DECLASSIFIED
EOD 7/05
8 Jan. 20 1976
By: *ALM/K* LG: *Dan/12/76*

~~SECRET~~

RM-80D

ARNOLD-PORTAL ALLOCATIONS (As Revised)

VS

ACTUAL AND ESTIMATED DELIVERIES - 1942

As of April 30, 1942

Materiel Command, AAF
May 21, 1942

#10

RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
DOD 112
8 Jan. 4 2010
on file 10. 11. 19/07/11

HEAVY BOMBERS		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES					ESTIMATED DELIVERIES						
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
ALL CUSTOMERS	Cumul. Alloc.	-	39	129	229	343	446	561	713	835	1,005	1,226	1,593	2,055
ARMY AIR FORCES	Cumul. Deliv.	21	73	159	326	437	516	651	825	933	1,183	1,394	1,685	2,055
	Month. Alloc.	-	39	90	100	114	103	115	152	122	170	221	367	462
	Month. Deliv.	21	52	86	167	111	79	135	174	160	190	211	291	370
BRITAIN	Cumul. Alloc.	-	15	32	52	72	112	157	176	240	283	356	448	559
	Cumul. Deliv.	-	9	15	42	56	129	186	230	307	380	478	534	559
	Month. Alloc.	-	15	17	20	20	40	45	19	64	43	73	92	111
	Month. Deliv.	-	9	6	27	14	73	57	44	77	73	98	56	25
CHINA	Cumul. Alloc.	-	-	-	-	-	5	10						
	Cumul. Deliv.	-	-	-	-	-	5	10						
	Month. Alloc.	-	-	-	-	-	5	5						
	Month. Deliv.	-	-	-	-	-	-	10						
TOTAL	Cumul. Alloc.	-	54	161	281	415	563	728	899	1,085	1,298	1,592	2,051	2,624
	Cumul. Deliv.	21	82	174	368	493	645	847	1,065	1,310	1,573	1,882	2,229	2,624
	Month. Alloc.	-	54	107	120	134	148	165	171	186	213	294	459	573
	Month. Deliv.	21	61	92	194	125	152	202	210	245	263	309	347	395
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

SECRET

RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
000 hrs
8 Jan. & 30 June 1974
ALM/LC Doc 10/17/76

HEAVY BOMBERS		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES					ESTIMATED DELIVERIES						
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
ARMY B-17E	Cumul. Alloc.	-	30	70	130	195	245	295	351					
	Cumul. Deliv.	17	62	130	230	310	351							
	Month. Alloc.	-	30	40	60	65	50	50	56					
	Month. Deliv.	17	45	68	100	80	41							
B-17F	Cumul. Alloc.	-	-	-	-	1	2	6	15	67	137	251	498	782
	Cumul. Deliv.	-	-	-	-	-	-	69	142	219	305	408	562	782
	Month. Alloc.	-	-	-	-	1	1	4	9	52	70	114	247	284
	Month. Deliv.	-	-	-	-	-	-	69	73	77	86	103	174	200
B-24C	Cumul. Alloc.	-	9	9	9									
	Cumul. Deliv.	4	8	8	8	9								
	Month. Alloc.	-	9											
	Month. Deliv.	4	4	0	0	1								
B-24D	Cumul. Alloc.	-	-	50	90	138	189	248	328	386	454	507	551	627
	Cumul. Deliv.	-	3	21	88	118	155	218	312	386	454	507	551	627
	Month. Alloc.	-	-	50	40	48	51	59	80	58	68	53	44	76
	Month. Deliv.	-	3	18	67	30	37	63	94	74	68	53	44	76
B-24E	Cumul. Alloc.	-	-	-	-	-	1	3	10	22	54	108	184	286
	Cumul. Deliv.	-	-	-	-	-	1	4	11	28	64	119	192	286
	Month. Alloc.	-	-	-	-	-	1	2	7	12	32	54	76	102
	Month. Deliv.	-	-	-	-	-	1	3	7	17	36	55	73	94
TOTAL	Cumul. Alloc.	-	39	129	229	343	446	561	713	835	1,005	1,226	1,593	2,055
	Cumul. Deliv.	21	73	159	326	437	516	651	825	993	1,183	1,394	1,685	2,055
	Month. Alloc.	-	39	90	100	114	103	115	152	122	170	221	367	462
	Month. Deliv.	21	52	86	167	111	79	135	174	168	190	211	291	370
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

SECRET

RM-000
ARNOLD-PORTEL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1945

DECLASSIFIED
DOO lrs
8 Jan. & 30 June 1974
By: *[Signature]*
DECLASSIFIED

HEAVY BOMBERS		ACTUAL DELIVERIES					ESTIMATED DELIVERIES							
		FRISK 11 JAN. 1945	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
BRITISH B-17E	Cumul. Alloc.	-	15	30	30	30	50	75	84					
	Cumul. Deliv.	-	9	13	20	28	77	84						
	Month. Alloc.	-	15	15	0	0	20	25	9					
	Month. Deliv.	-	9	4	7	8	49	7						
B-17F	Cumul. Alloc.	-	-	-	-	-	-	-	32	53	89	135	191	
	Cumul. Deliv.	-	-	-	-	-	-	22	94	140	191			
	Month. Alloc.	-	-	-	-	-	-	-	32	21	36	46	56	
	Month. Deliv.	-	-	-	-	-	-	22	32	40	46	51		
B-24D	Cumul. Alloc.	-	-	2	22	42	62	82	92	124	146	183	229	284
	Cumul. Deliv.	-	-	2	22	28	52	80	92	129	156	203	259	284
	Month. Alloc.	-	-	2	20	20	20	20	10	32	22	37	46	55
	Month. Deliv.	-	-	2	20	6	24	28	12	37	27	47	56	25
Total	Cumul. Alloc.	-	15	32	52	72	112	157	176	240	283	356	448	559
	Cumul. Deliv.	-	9	15	42	56	129	186	230	307	380	473	534	559
	Month. Alloc.	-	15	17	20	20	40	45	19	64	43	73	92	111
	Month. Deliv.	-	9	6	27	14	73	57	44	77	73	98	56	25
CHINA B-24D	Cumul. Alloc.	-	-	-	-	-	5	10						
	Cumul. Deliv.	-	-	-	-	-	-	10						
	Month. Alloc.	-	-	-	-	-	5	5						
	Month. Deliv.	-	-	-	-	-	-	10						
Total	Cumul. Alloc.	-	-	-	-	-	5	10						
	Cumul. Deliv.	-	-	-	-	-	-	10						
	Month. Alloc.	-	-	-	-	-	5	5						
	Month. Deliv.	-	-	-	-	-	-	10						
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

SECRET

HM-300
 ARNOLD-FORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
 DOD ltr.

8 Jan. & 20 June 1974

By: *W. J. L. G. D. D. 19/12/74*

SECRET

		ACTUAL DELIVERIES					ESTIMATED DELIVERIES								
		PRIOR TO JAN. 1ST	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	
MEDIUM BOMBERS															
ALL CUSTOMERS															
ARMY AIR FORCES		Cumul. Alloc.	-	27	72	227	301	386	540	665	868	1,139	1,446	1,771	2,212
	Cumul. Deliv.	25	44	84	207	281	429	538	697	913	1,096	1,344	1,687	2,051	
	Month. Alloc.	-	27	45	155	74	85	154	125	203	271	307	325	441	
	Month. Deliv.	25	19	40	123	74	148	109	159	216	183	248	343	364	
BRITAIN		Cumul. Alloc.	-	65	130	224	404	584	764	964	1,144	1,344	1,544	1,645	1,746
	Cumul. Deliv.	11	15	103	223	364	473	704	915	1,084	1,303	1,506	1,606	1,626	
	Month. Alloc.	-	65	65	94	180	180	180	200	180	200	200	101	101	
	Month. Deliv.	11	4	88	120	141	109	231	211	169	219	203	100	20	
RUSSIA		Cumul. Alloc.	-	12	24	36	48	60	72						
	Cumul. Deliv.	-	-	16	26	57	72	72							
	Month. Alloc.	-	12	12	12	12	12	12	12						
	Month. Deliv.	-	-	16	10	31	15								
N.E.I.		Cumul. Alloc.	-	10	53	60	66	75	84	93	102	111	126	141	162
	Cumul. Deliv.	-	-	3	19	19	19	19	28	37	61	96	96	97	
	Month. Alloc.	-	10	43	7	6	9	9	9	9	9	15	15	21	
	Month. Deliv.	-	-	3	16	0	0	9	9	9	24	35	0	1	
TOTAL		Cumul. Alloc.	-	114	279	547	819	1,105	1,460	1,794	2,186	2,666	3,188	3,629	4,192
	Cumul. Deliv.	36	59	206	475	721	993	1,342	1,721	2,130	2,567	3,018	3,462	3,846	
	Month. Alloc.	-	114	165	268	272	286	355	334	392	480	522	441	563	
	Month. Deliv.	36	23	147	269	246	272	349	379	409	437	451	444	384	
	Cumul. Alloc.														
	Cumul. Deliv.														
	Month. Alloc.														
	Month. Deliv.														

NOTE: 3 B-25B's were transferred to British in March 1942 from U. S. Combat organizations.

SECRET

RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
DOO hrs.
8 Dec. & 20 June 1974
By: ALD/LL JAC, Date: 10/12/76

MEDIUM BOMBERS		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES					ESTIMATED DELIVERIES						
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
ARMY														
B-25B	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cumul. Deliv.	-	6	7	9	10	-	-	-	-	-	-	-	-
	Month. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	-
	Month. Deliv.	-	6	1	2	1	-	-	-	-	-	-	-	-
B-25C	Cumul. Alloc.	-	-	-	26	26	51	74	89	136	203	302	441	580
	Cumul. Deliv.	-	3	29	105	152	209	208	254	315	315	381	501	625
	Month. Alloc.	-	-	-	26	-	25	23	15	47	67	99	139	139
	Month. Deliv.	-	3	26*	76*	53	42	8	46	61	0	66	120	124
B-25D	Cumul. Alloc.	-	-	-	2	6	14	30	60	120	200	300	400	611
	Cumul. Deliv.	-	-	-	4	9	22	60	120	200	300	400	500	611
	Month. Alloc.	-	-	-	2	4	8	16	30	60	80	100	100	202
	Month. Deliv.	-	-	-	4	5	20	40	60	80	100	100	99	103
B-26, A, B, B-1	Cumul. Alloc.	-	27	72	199	267	321	456	516	611	735	830	903	963
	Cumul. Deliv.	25	35	48	89	104	190	231	304	378	459	533	642	752
	Month. Alloc.	-	27	45	127	68	54	115	80	95	124	100	65	65
B-26	Month. Deliv.	25	5	7	1	-	3	61	53	74	81	74	109	110
B-26A	Month. Deliv.	-	5	6	40	14	3	-	-	-	-	-	-	-
B-26B	Month. Deliv.	-	-	-	-	1	85	61	53	74	81	74	109	110
B-26C	Cumul. Alloc.	-	-	-	-	-	-	-	-	1	1	3	10	38
	Cumul. Deliv.	-	-	-	-	-	-	-	-	1	3	6	18	38
	Month. Alloc.	-	-	-	-	-	-	-	-	1	0	2	7	28
	Month. Deliv.	-	-	-	-	-	-	-	-	1	2	5	10	20

Continued on page 6

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RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
DOO 112
8 Jan. & 20 June 1974
1.0012/1111-100, Class. 01/21/74

MEDIUM BOMBERS ARMY (continued)		ACTUAL DELIVERIES				ESTIMATED DELIVERIES								
		PRIOR TO JAN. 1ST	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
B-37	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	3	8	15	
	Month. Alloc.	-	-	-	-	-	-	-	-	-	3	5	7	
	Month. Deliv.	-	-	-	-	-	-	-	-	-	3	5	7	
TOTAL	Cumul. Alloc.	-	27	72	227	301	386	540	665	868	1,139	1,446	1,771	2,212
	Cumul. Deliv.	25	44	84	207	281	429	538	697	913	1,096	1,344	1,607	2,051
	Month. Alloc.	-	27	45	155	74	85	154	125	203	271	307	325	441
	Month. Deliv.	25	19	40	123	74	148	109	159	216	183	248	343	364
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

* 26 from NEI
19 from SEI

SECRET

14-000
 AIRCRAFT-BOMBAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1945

DECLASSIFIED
 E.O. 13526
 DATE 10/27/86
 RELEASED

MEDIUM BOMBERS		PRIOR TO JAN. 1945	ACTUAL DELIVERIES				ESTIMATED DELIVERIES							
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
BRITISH B-25B, C	Cumul. Alloc.	-	23	23	38	78	118	158	218	246	254	290	340	390
	Cumul. Deliv.	11	14	20	32	84	118	201	246	266	341	390	390	390
	Month. Alloc.	-	23	0	15	40	40	40	60	28	8	36	50	50
B-25B B-25C	Month. Deliv.	11	3	6	3	-	1	83	45	20	75	49		
	Month. Deliv.	-	-	-	9	52	33	83	45	20	75	49		
	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	-
B-26, A	Cumul. Alloc.	-	27	52	71	-	-	-	-	-	-	-	-	-
	Cumul. Deliv.	-	-	52	71	-	-	-	-	-	-	-	-	-
	Month. Alloc.	-	27	25	19	-	-	-	-	-	-	-	-	-
B-26B	Month. Deliv.	-	-	52	19	-	-	-	-	-	-	-	-	-
	Cumul. Alloc.	-	-	-	-	60	120	180	240	260	268	308	358	408
	Cumul. Deliv.	-	-	-	-	60	120	180	240	260	268	308	358	408
B-34	Month. Alloc.	-	-	-	-	60	60	60	60	20	8	40	50	50
	Month. Deliv.	-	-	-	-	-	-	54	62	44	40	50	18	20
	Cumul. Alloc.	-	15	55	115	195	275	355	435	567	751	875	875	875
B-37 (0-56)	Cumul. Deliv.	-	1	31	120	209	284	378	482	586	689	793	875	875
	Month. Alloc.	-	15	40	60	80	80	80	80	132	184	124	82	82
	Month. Deliv.	-	1	30	89	89	75	94	104	104	103	104	82	82
B-37 (0-56)	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	1	2	2
	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	1	1
	Cumul. Deliv.	-	-	-	-	-	-	-	-	1	2	-	1	1
TOTAL	Month. Alloc.	-	-	-	-	-	-	-	-	1	1	-	-	-
	Cumul. Alloc.	-	65	130	224	404	584	764	964	1,144	1,344	1,544	1,645	1,746
	Cumul. Deliv.	11	15	103	223	364	473	704	915	1,084	1,303	1,506	1,606	1,626
TOTAL	Month. Alloc.	-	65	65	94	180	180	180	200	180	200	200	101	101
	Month. Deliv.	11	4	88	120	141	109	231	211	169	219	203	100	20
	Month. Deliv.	11	4	88	120	141	109	231	211	169	219	203	100	20

SECRET

RM-30D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
DOO 103
8 Jan. & 22 June 1974
By: AT&TK/MAC, Date: 10/12/76

MEDIUM BOMBERS		PRICE TO JAN. 1ST	ACTUAL DELIVERIES					ESTIMATED DELIVERIES						
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
RUSSIA B-25C	Cumul. Alloc.	-	12	24	36	48	60	72						
	Cumul. Deliv.	-	-	16	26	57	72							
	Month. Alloc.	-	12	12	12	12	12	12						
	Month. Deliv.	-	-	16	10	31	15							
TOTAL	Cumul. Alloc.	-	12	24	36	48	60	72						
	Cumul. Deliv.	-	-	16	26	57	72							
	Month. Alloc.	-	12	12	12	12	12	12						
	Month. Deliv.	-	-	16	10	31	15							
N.E.I. B-25B,C	Cumul. Alloc.	-	10	53	60	66	75	84	93	102	111	126	141	161
	Cumul. Deliv.	-	-	3	19	19	19	28	37	61	96			
	Month. Alloc.	-	10	43	7	6	9	9	9	9	9	15	15	20
	Month. Deliv.	-	-	3	16	0	0	9	9	24	35			
B-25C	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	1
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	1
	Month. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	1
	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL	Cumul. Alloc.	-	10	53	60	66	75	84	93	102	111	126	141	162
	Cumul. Deliv.	-	-	3	19	19	19	28	37	61	96	96	97	
	Month. Alloc.	-	10	43	7	6	9	9	9	9	9	15	15	21
	Month. Deliv.	-	-	3	16	0	0	9	9	24	35	0	1	
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

SECRET

HM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
GPO 1975
1 Jan. 6 10 June 1975
By: *[Signature]* 10/17/76

LIGHT BOMBERS, 2-ENG.		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES					ESTIMATED DELIVERIES						
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
ALL CUSTOMERS	Cumul. Alloc.	-	2	16	73	140	200	281	363	496	675	804	1,032	1,153
ARMY AIR FORCES	Cumul. Deliv.	-	-	21	27	27	29	62	190	329	612	864	1,029	1,149
	Month. Alloc.	-	2	14	57	67	60	81	82	133	179	129	228	121
	Month. Deliv.	-	-	21	6	0	2	33	128	169	253	252	165	120
BRITAIN	Cumul. Alloc.	-	162	367	595	770	999	1,148	1,235	1,373	1,529	1,737	1,912	1,972
	Cumul. Deliv.	44	178	375	539	658	793	900	1,077	1,264	1,439	1,593	1,689	1,749
	Month. Alloc.	-	162	205	228	175	229	149	87	138	156	208	175	60
	Month. Deliv.	44	134	197	164	119	135	107	177	187	175	154	96	60
RUSSIA	Cumul. Alloc.	-	100	200	300	400	500	600	700	747				
	Cumul. Deliv.	2	80	242	326	367	519	704	747					
	Month. Alloc.	-	100	100	100	100	100	100	100	47				
	Month. Deliv.	2	78	162	84	41	152	185	43					
CHINA	Cumul. Alloc.	-	11	11	11	11	11	11	11	11	11	11	21	61
	Cumul. Deliv.	-	-	-	1	11	11	11	11	11	11	11	46	61
	Month. Alloc.	-	11	0	0	0	0	0	0	0	0	0	10	40
	Month. Deliv.	-	-	-	1	10	0	0	0	0	0	0	35	15
N.E.I.	Cumul. Alloc.	-	-	-	-	9	48							
	Cumul. Deliv.	-	-	-	-	-	-			45	48			
	Month. Alloc.	-	-	-	-	9	39							
	Month. Deliv.	-	-	-	-	-	-			45	3			
BRAZIL	Cumul. Alloc.									2	16	10	14	18
	Cumul. Deliv.									2	6	10	18	
	Month. Alloc.									2	4	4	4	4
	Month. Deliv.									2	4	4	8	
TOTAL	Cumul. Alloc.	-	275	594	979	1,330	1,758	2,088	2,357	2,677	3,016	3,357	3,774	3,999
	Cumul. Deliv.	46	258	638	893	1,063	1,352	1,677	2,025	2,428	2,863	3,273	3,577	3,772
	Month. Alloc.	-	275	319	385	351	428	330	269	320	339	341	417	225
	Month. Deliv.	46	212	380	255	170	289	325	348	403	435	410	304	195

SECRET

RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
DOO hrs.
8 Jan. & 20 June 1974
By: [Signature]

LIGHT BOMBERS, 2-ENG.		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES				ESTIMATED DELIVERIES							
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
ARMY A-20B	Cumul. Alloc.	-	2	16	73	140	200	243	330	463	642	642	729	
	Cumul. Deliv.	-	-	3	3	3	5	5	133	302	471	640	729	
	Month. Alloc.	-	2	14	57	67	60	48	82	133	179	0	87	
	Month. Deliv.	-	-	3	0	0	2	0	128	169	169	169	89	
A-20C	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	128	268	387
	Cumul. Deliv.	-	-	18	24	24	24	24	24	108	191	267	387	
	Month. Alloc.	-	-	-	-	-	-	-	-	-	128	140	119	
	Month. Deliv.	-	-	18	6	0	0	0	0	84	83	76	120	
A-26	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	1	2	4
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	-	1	1	2
	Month. Alloc.	-	-	-	-	-	-	-	-	-	-	1	1	2
	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	-
A-28A, A-29	Cumul. Alloc.	-	-	-	-	-	-	33	-	-	-	-	-	
	Cumul. Deliv.	-	-	-	-	-	-	33	-	-	-	-	-	
	Month. Alloc.	-	-	-	-	-	-	33	-	-	-	-	-	
	Month. Deliv.	-	-	-	-	-	-	33	-	-	-	-	-	
TOTAL	Cumul. Alloc.	-	2	16	73	140	200	281	363	496	675	804	1,032	1,153
	Cumul. Deliv.	-	-	21	27	27	29	62	190	359	612	864	1,029	1,149
	Month. Alloc.	-	2	14	57	67	60	81	82	133	179	129	228	121
	Month. Deliv.	-	-	21	6	0	2	33	128	169	253	252	165	120
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

NOTE: 2 of the DB-7B's and 64 A-29's repossessed and delivered to the U. S. in January were allocated airplanes.
8 A-20B's will go to the Navy in July.

SECRET

RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
000 hrs.
8 Jan. & 20 June 1974
By *AM/UC* LC Date *12/2/76*

LIGHT BOMBERS, 2-ENG.		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES					ESTIMATED DELIVERIES						
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
BRITISH A-20C, DB-7	Cumul. Alloc.	-	39	74	117	117	117	117	117	117	169	199		
	Cumul. Deliv.	-	9	15	17	18	18	18	104	123	175	199	199	
	Month. Alloc.	-	39	35	43	0	0	0	0	0	52	30		
A-20C DB-7	Month. Deliv.	-	-	-	-	-	-	-	37	49	19	52	24	
	Month. Deliv.	-	9	6	2	1								
A-28A, A-29 A-29A Type	Cumul. Alloc.	-	64	174	299	414	537	617	644	722	818	914	999	
	Cumul. Deliv.	-	82	229	350	425	505	552	632	710	806	848	860	
	Month. Alloc.	-	64	110	125	115	123	80	27	78	96	96	85	
	Month. Deliv.	-	82	147	121	75	80	47	80	78	96	42	12	
A-30	Cumul. Alloc.	-	59	119	179	239	345	414	474	534	594	654	714	774
	Cumul. Deliv.	44	87	131	172	215	270	330	390	450	510	570	630	690
	Month. Alloc.	-	59	60	60	60	106	69	60	60	60	60	60	60
	Month. Deliv.	44	43	44	41	43	55	60	60	60	60	60	60	60
TOTAL	Cumul. Alloc.	-	162	367	595	770	999	1,148	1,235	1,373	1,529	1,737	1,912	1,972
	Cumul. Deliv.	44	178	375	539	658	793	900	1,077	1,264	1,439	1,593	1,689	1,749
	Month. Alloc.	-	162	205	228	175	229	149	87	138	156	208	175	60
	Month. Deliv.	44	134	197	164	119	135	107	177	187	175	154	96	60
RUSSIA A-20B, C, DB-7	Cumul. Alloc.	-	100	200	300	400	500	600	700	747				
	Cumul. Deliv.	2	80	242	326	367	519	704	747					
	Month. Alloc.	-	100	100	100	100	100	100	100	47				
A-20B A-20C DB-7	Month. Deliv.	-	-	-	-	-	48	175	39					
	Month. Deliv.	-	55	157	80	41	104	10	4					
	Month. Deliv.	2	23	5	4									
TOTAL	Cumul. Alloc.	-	100	200	300	400	500	600	700	747				
	Cumul. Deliv.	2	80	242	326	367	519	704	747					
	Month. Alloc.	-	100	100	100	100	100	100	100	47				
	Month. Deliv.	2	78	162	84	41	152	185	43					

SECRET

RM-8GD
ARNOLD-FORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
000 US
8 Jan. & 30 June 1984
Dr. [Signature]

LIGHT BOMBERS, 2-ENG.		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES					ESTIMATED DELIVERIES						
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
CHINA A-20C	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	10	50
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	-	-	35	50
	Month. Alloc.	-	-	-	-	-	-	-	-	-	-	-	10	40
	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	35	15
A-29 TYPE	Cumul. Alloc.	-	11	-	-	-	-	-	-	-	-	-	-	-
	Cumul. Deliv.	-	-	-	1	11	-	-	-	-	-	-	-	-
	Month. Alloc.	-	11	-	-	-	-	-	-	-	-	-	-	-
	Month. Deliv.	-	-	-	1	10	-	-	-	-	-	-	-	-
TOTAL	Cumul. Alloc.	-	11	11	11	11	11	11	11	11	11	11	21	61
	Cumul. Deliv.	-	-	-	1	11	11	11	11	11	11	11	46	61
	Month. Alloc.	-	11	0	0	0	0	0	0	0	0	0	10	40
	Month. Deliv.	-	-	-	1	10	0	0	0	0	0	0	35	15
N.E.I. A-20C	Cumul. Alloc.	-	-	-	-	9	48	-	-	-	-	-	-	-
	Cumul. Deliv.	-	-	-	-	9	39	-	-	45	48	-	-	-
	Month. Alloc.	-	-	-	-	9	39	-	-	-	-	-	-	-
	Month. Deliv.	-	-	-	-	-	-	-	-	45	3	-	-	-
TOTAL	Cumul. Alloc.	-	-	-	-	9	48	-	-	-	-	-	-	-
	Cumul. Deliv.	-	-	-	-	9	39	-	-	45	48	-	-	-
	Month. Alloc.	-	-	-	-	9	39	-	-	-	-	-	-	-
	Month. Deliv.	-	-	-	-	-	-	-	-	45	3	-	-	-
BRAZIL* A-29	Cumul. Alloc.	-	-	-	-	-	-	-	-	2	6	10	14	18
	Cumul. Deliv.	-	-	-	-	-	-	-	-	2	6	10	18	18
	Month. Alloc.	-	-	-	-	-	-	-	-	2	4	4	4	4
	Month. Deliv.	-	-	-	-	-	-	-	-	2	4	4	8	8
TOTAL	Cumul. Alloc.	-	-	-	-	-	-	-	-	2	6	10	14	18
	Cumul. Deliv.	-	-	-	-	-	-	-	-	2	6	10	18	18
	Month. Alloc.	-	-	-	-	-	-	-	-	2	4	4	4	4
	Month. Deliv.	-	-	-	-	-	-	-	-	2	4	4	8	8

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SECRET

RM-30D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
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8 Jan. & 20 June 1984
Dr. *[Signature]* 10. Dec. 1976

LIGHT BOMBERS, 1-ENG.		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES				ESTIMATED DELIVERIES							
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
ALL CUSTOMERS	Cumul. Alloc.	-	7	23	43	68	110	170	250	330	504	800	980	1,209
ARMY AIR FORCES	Cumul. Deliv.	-	-	1	1	2	43	85	148	206	306	647	855	1,119
	Month. Alloc.	-	7	16	20	25	42	60	80	88	246	216	100	229
	Month. Deliv.	-	-	1	-	1	41	42	63	50	180	261	200	264
BRITAIN	Cumul. Alloc.	-	11	32	84	170	305	464	645	878	1,063	1,227	1,413	1,532
	Cumul. Deliv.	-	-	3	4	4	71	188	344	538	762	933	1,181	1,359
	Month. Alloc.	-	11	21	52	86	135	159	181	233	185	164	180	119
	Month. Deliv.	-	-	3	1	-	67	117	156	194	224	171	248	170
CHINA ^{a/}	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	-
	Month. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	-
	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	-
N.E.I.	Cumul. Alloc.	-	1	1	6	12	23	41	63	85	107	129	163	89
	Cumul. Deliv.	-	-	-	-	-	1	1	11	22	31	50	62	89
	Month. Alloc.	-	1	0	5	6	11	18	22	22	22	22	34	89
	Month. Deliv.	-	-	-	-	-	1	0	10	11	9	19	12	27
BRAZIL	Cumul. Alloc.	-	-	-	-	-	-	-	-	10	15	20	25	28
	Cumul. Deliv.	-	-	-	-	-	-	-	-	10	15	20	25	28
	Month. Alloc.	-	-	-	-	-	-	-	-	10	5	5	5	3
	Month. Deliv.	-	-	-	-	-	-	-	-	10	5	5	5	3
TOTAL	Cumul. Alloc.	-	19	56	133	250	438	675	938	1,311	1,769	2,176	2,581	2,932
	Cumul. Deliv.	-	-	4	5	6	115	274	503	776	1,194	1,650	2,123	2,595
	Month. Alloc.	-	19	37	77	117	188	237	283	353	458	407	405	351
	Month. Deliv.	-	-	4	1	1	109	159	229	273	418	456	473	472
	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	-
	Month. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	-
	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	-

^{a/} 1 V-12 allocated to N.E.I. and unscheduled, reassigned to China.

RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
000 hrs

8 Jan. & 20 June 1974
Auth: [unclear] AC: Date: 11/2/76

LIGHT BOMBERS, 1-ENG.	PRIOR TO JAN. 1ST	ACTUAL DELIVERIES				APR.	ESTIMATED DELIVERIES							
		Jan.	Feb.	Mar.	May		June	July	Aug.	Sep.	Oct.	Nov.	Dec.	
ARMY A-24	Cumul. Alloc.	-	-	-	-	-	-	-	20	50	80	110	140	170
	Cumul. Deliv.	-	-	-	-	-	-	-	20	50	80	110	140	170
	Month. Alloc.	-	-	-	-	-	-	-	20	30	30	30	30	30
	Month. Deliv.	-	-	-	-	-	-	-	20	30	30	30	30	30
A-31,A-35	Cumul. Alloc.	-	7	23	43	68	98	128	158	186	263	295	295	370
	Cumul. Deliv.	-	-	1	1	2	43	85	128	156	185	262	295	370
	Month. Alloc.	-	7	16	20	25	30	30	30	28	77	32	0	75
	Month. Deliv.	-	-	1	-	1	41	42	43	28	29	77	33	75
A-34 (340 SB2A-1)	Cumul. Alloc.	-	-	-	-	-	12	42	72	102	132	162	192	
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	12	42	67	102
	Month. Alloc.	-	-	-	-	-	12	30	30	30	30	30	30	
	Month. Deliv.	-	-	-	-	-	-	-	-	-	12	30	25	35
A-36	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	109	233	353	477
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	109	233	353	477
	Month. Alloc.	-	-	-	-	-	-	-	-	-	109	124	120	124
	Month. Deliv.	-	-	-	-	-	-	-	-	-	109	124	120	124
TOTAL	Cumul. Alloc.	-	7	23	43	68	110	170	250	338	584	800	980	1,209
	Cumul. Deliv.	-	-	1	1	2	43	85	148	206	306	647	855	1,119
	Month. Alloc.	-	7	16	20	25	42	60	80	88	246	216	180	229
	Month. Deliv.	-	-	1	-	1	41	42	63	58	180	261	208	264
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													
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RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
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8 Dec 8 20 June 1974
by *ALITTLE* SAC, DCA, *WJL*

LIGHT BOMBERS, 1-ENG.		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES				ESTIMATED DELIVERIES							
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
BRITISH A-31, A-35	Cumul. Alloc.	-	-	-	11	39	105	203	323	495	619	722	857	976
	Cumul. Deliv.	-	-	3	4	4	51	134	251	388	549	672	859	976
	Month. Alloc.	-	-	-	11	28	66	98	120	172	124	103	135	119
	Month. Deliv.	-	-	3	1	-	47	83	117	137	161	123	187	117
A-34 (340 SB2A-1)	Cumul. Alloc.	-	11	32	73	131	200	261	322	383	444	505	556	
	Cumul. Deliv.	-	-	-	-	-	20	54	93	150	213	261	322	383
	Month. Alloc.	-	11	21	41	58	69	61	61	61	61	61	51	
	Month. Deliv.	-	-	-	-	-	20	34	39	57	63	48	61	61
TOTAL	Cumul. Alloc.	-	11	32	84	170	305	464	645	878	1,063	1,227	1,413	1,532
	Cumul. Deliv.	-	-	3	4	4	71	188	344	530	702	933	1,181	1,359
	Month. Alloc.	-	11	21	52	86	135	159	181	233	185	164	186	119
	Month. Deliv.	-	-	3	1	-	67	117	156	194	224	171	248	178
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

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RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

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8 Sep 82 20 June 1984
Dr. M. J. C. [Signature]

LIGHT BOMBERS, 1-ENG.		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES					ESTIMATED DELIVERIES						
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
CHINA V-12 ^a /	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	-
	Month. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	-
	Month. Deliv.	-	-	-	-	- ^a	-	-	-	-	-	-	-	-
N.E.I. SB2A-1	Cumul. Alloc.	-	1	1	6	11	22	40	62	84	106	128	162	-
	Cumul. Deliv.	-	-	-	-	-	1	1	11	22	31	50	62	89
	Month. Alloc.	-	1	0	5	5	11	18	22	22	22	22	34	-
	Month. Deliv.	-	-	-	-	-	1	-	10	11	9	19	12	27
V-12 ^a /	Cumul. Alloc.	-	-	-	-	1	-	-	-	-	-	-	-	-
	Cumul. Deliv.	-	-	-	-	0	-	-	-	-	-	-	-	-
	Month. Alloc.	-	-	-	-	1	-	-	-	-	-	-	-	-
	Month. Deliv.	-	-	-	-	0 ^a	-	-	-	-	-	-	-	-
TOTAL	Cumul. Alloc.	-	1	1	6	12	23	41	63	85	107	129	163	-
	Cumul. Deliv.	-	-	-	-	-	1	1	11	22	31	50	62	89
	Month. Alloc.	-	1	0	5	6	11	18	22	22	22	22	34	-
	Month. Deliv.	-	-	-	-	-	1	0	10	11	9	19	12	27
BRAZIL A-31*	Cumul. Alloc.	-	-	-	-	-	-	-	-	10	15	20	25	28
	Cumul. Deliv.	-	-	-	-	-	-	-	-	10	15	20	25	28
	Month. Alloc.	-	-	-	-	-	-	-	-	10	5	5	5	3
	Month. Deliv.	-	-	-	-	-	-	-	-	10	5	5	5	3
TOTAL	Cumul. Alloc.	-	-	-	-	-	-	-	-	10	15	20	25	28
	Cumul. Deliv.	-	-	-	-	-	-	-	-	10	15	20	25	28
	Month. Alloc.	-	-	-	-	-	-	-	-	10	5	5	5	3
	Month. Deliv.	-	-	-	-	-	-	-	-	10	5	5	5	3
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

* Seq. #13
s/V-12 allocated to N.E.I. and unscheduled,
reassigned to China.

SECRET

RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
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PURSUIT 2-ENGINE		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES				ESTIMATED DELIVERIES							
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
ALL CUSTOMERS ARMY AIR FORCES	Cumul. Alloc.	-	50	144	253	386	536	658	810	882	1,040	1,203	1,370	1,543
	Cumul. Deliv.	6	41	94	241	368	516	672	767	862	933	1,015	1,093	1,198
	Month. Alloc.	-	50	94	109	133	150	122	152	72	158	163	167	173
	Month. Deliv.	6	35	53	147	127	148	156	95	95	76	77	78	105
BRITAIN	Cumul. Alloc.	-	20	40	60	80	135	260	390	487				
	Cumul. Deliv.	-	1	1	1	3	3	3	3	28	153	278	328	378
	Month. Alloc.	-	20	20	20	20	55	125	130	97				
	Month. Deliv.	-	1	0	0	2	0	0	0	25	125	125	50	50
TOTAL	Cumul. Alloc.	-	70	184	313	466	671	918	1,200	1,369	1,527	1,690	1,857	2,030
	Cumul. Deliv.	6	42	95	242	371	519	675	770	890	1,091	1,293	1,421	1,576
	Month. Alloc.	-	70	114	129	153	205	247	282	169	158	163	167	173
	Month. Deliv.	6	36	53	147	129	148	156	95	120	201	202	128	155
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
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	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

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RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
OOO lrs
8 Jan. 5 12:00 PM 1976
By *MLK JG Data 10/2/76*

PURSUIT, 2 ENG. ARMY		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES				ESTIMATED DELIVERIES							
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
P-38E,F P-4, F-4A 322-61	Cumul. Alloc.	-	50	144	253	386	536	635	762	807	957	1,107	1,257	1,407
	Cumul. Deliv.	6	41	94	241	368	516	652	727	802	877	952	1,027	1,127
	Month. Alloc.	-	50	94	109	133	149	100	127	45	150	150	150	150
	Month. Deliv.	6	35	53	147	127	148	136	75	75	75	75	75	100
P-61	Cumul. Alloc.	-	-	-	-	-	1	3	8	15	23	36	53	76
	Cumul. Deliv.	-	-	-	-	-	1	2	5	7	8	13	17	23
	Month. Alloc.	-	-	-	-	-	-	-	-	-	1	2	3	5
	Month. Deliv.	-	-	-	-	-	-	-	-	-	1	2	3	5
P-70	Cumul. Alloc.	-	-	-	-	-	-	20	40	60	-	-	-	-
	Cumul. Deliv.	-	-	-	-	-	-	20	40	60	-	-	-	-
	Month. Alloc.	-	-	-	-	-	-	20	20	20	-	-	-	-
	Month. Deliv.	-	-	-	-	-	-	20	20	20	-	-	-	-
TOTAL	Cumul. Alloc.	-	50	144	253	386	536	658	810	882	1,040	1,203	1,370	1,543
	Cumul. Deliv.	6	41	94	241	368	516	672	767	862	938	1,015	1,092	1,198
	Month. Alloc.	-	50	94	109	133	150	122	152	72	158	163	167	173
	Month. Deliv.	6	35	53	147	127	148	156	95	95	76	77	78	105
BRITISH 322-61	Cumul. Alloc.	-	20	40	60	80	135	260	390	487	-	-	-	-
	Cumul. Deliv.	-	1	1	1	3	3	3	3	28	153	278	328	378
	Month. Alloc.	-	20	20	20	20	55	125	130	97	-	-	-	-
	Month. Deliv.	-	1(1)	0	0	2	-	-	-	25	125	125	50	50
TOTAL	Cumul. Alloc.	-	20	40	60	80	135	260	390	487	-	-	-	-
	Cumul. Deliv.	-	1	1	1	3	3	3	3	28	153	278	328	378
	Month. Alloc.	-	20	20	20	20	55	125	130	97	-	-	-	-
	Month. Deliv.	-	1	0	0	2	-	-	-	25	125	125	50	50
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

NOTE: 300 A-26 Night Fighters allocated to U. S. were stricken from Program.
(1) Of the 18 planes shown in RM-80 as delivered in January, 17 were reprocessed planes and do not apply here.

SECRET

RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
DOO MTS

9 Jan 67
By: ALA/UK
69074

PURSUIT, 1-ENG.	PRIOR TO JAN. 1ST	ACTUAL DELIVERIES				ESTIMATED DELIVERIES								
		Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	
ALL CUSTOMERS														
ARMY AIR FORCES	Cumul. Alloc.	-	167	321	427	621	897	1,186	1,672	1,934	2,221	2,502	3,206	4,256
	Cumul. Deliv.	179	429	628	799	891	1,140	1,346	1,613	1,895	2,190	2,574	3,276	4,237
	Month. Alloc.	-	167	154	106	194	276	289	406	262	287	281	704	1,050
	Month. Deliv.	179	250	199	171	92	249	206	267	282	295	304	702	961
BREITAIN	Cumul. Alloc.	-	180	391	607	959	1,155	1,430	1,650	2,013	2,413	2,813	3,163	3,563
	Cumul. Deliv.	36	195	484	744	1,047	1,153	1,251	1,554	2,210	2,820	3,174	3,415	3,515
	Month. Alloc.	-	180	211	296	272	196	275	220	303	400	400	350	400
	Month. Deliv.	36	159	289	260	303	106	98	303	656	610	354	241	100
RUSSIA	Cumul. Alloc.	-	100	200	300	400	500	648	748	828				
	Cumul. Deliv.	34	144	244	344	451	576	657	828					
	Month. Alloc.	-	100	100	100	100	100	148	100	80				
	Month. Deliv.	34	110	100	100	107	125	81	171					
CHINA	Cumul. Alloc.	-	67	129	157	181	208							
	Cumul. Deliv.	11	43	99	152	197	197	197	224					
	Month. Alloc.	-	67	62	28	24	27							
	Month. Deliv.	11	32	56	60	38	-	-	27					
N.E.I.	Cumul. Alloc.	-	-	-	26	36	36	92	136					
	Cumul. Deliv.	-	-	-	-	-	-	-	-					
	Month. Alloc.	-	-	-	26	10	0	56	44					
	Month. Deliv.	-	-	-	-	-	-	-	-					
BRAZIL	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	10	30	40	
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	40	40	40	
	Month. Alloc.	-	-	-	-	-	-	-	-	-	10	20	10	
	Month. Deliv.	-	-	-	-	-	-	-	-	-	40			
TOTAL	Cumul. Alloc.	-	514	1,041	1,597	2,197	2,796	3,564	4,414	5,119	5,806	6,497	7,571	9,031
	Cumul. Deliv.	260	811	1,455	2,046	2,506	3,066	3,451	4,219	5,157	6,062	6,840	7,783	8,844
	Month. Alloc.	-	514	527	556	600	599	768	850	705	687	691	1,074	1,460
	Month. Deliv.	260	551	644	591	540	480	385	768	938	905	776	943	1,061

SECRET

RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
000 000
4 Jan. & 20 June 1974
By SP-10/100 Date 11/1/77

PURSUIT, 1-ENG.		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES				ESTIMATED DELIVERIES							
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
ARMY														
P-39D, F, J	Cumul. Alloc.	-	69	219	305	340	392	412						
	Cumul. Deliv.	140	227	320	325	408	413							
	Month. Alloc.	-	69	150	86	35	52	20						
P-39D	Month. Deliv.	136	20	1	1	1								
P-39F	Month. Deliv.	-	62	77	74	11	5							
P-39J	Month. Deliv.	4	5	15	0	1								
P-39K, L, M (P-39G)	Cumul. Alloc.	-	-	-	-	-	-	-	70	170	270	376	762	1,362
	Cumul. Deliv.	-	-	-	-	-	-	37	66	166	307	478	862	1,362
	Month. Alloc.	-	-	-	-	-	-	-	70	100	100	106	386	600
P-39K	Month. Deliv.	-	-	-	-	-	-	37	29	100				
P-39L	Month. Deliv.	-	-	-	-	-	-	-	-	-	141	171	328	
P-39M	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	56	500
P-39D-1	Cumul. Alloc.	-	-	-	-	81	224	384	494					
	Cumul. Deliv.	-	-	-	-	81	200	349	494					
	Month. Alloc.	-	-	-	-	81	143	160	110					
	Month. Deliv.	-	-	-	-	0	200	149	145					
P-40E, E-1, K-1	Cumul. Alloc.	-	93	93	93	126	126	126	202	222	222	222	272	
	Cumul. Deliv.	39	201	281	300	333								
	Month. Alloc.	-	93	0	0	33	0	0	76	20	0	0	50	
P-40E	Month. Deliv.	-	53	2	0	2 ^a								
P-40E-1	Month. Deliv.	39	109	78	19	31								
P-40F	Cumul. Alloc.	-	3	4	19	44	85	134	284	325	390	409	409	432
	Cumul. Deliv.	-	1	27	101	147	181	181	244	366	409	409	409	432
	Month. Alloc.	-	3	1	15	25	41	49	150	41	65	19	0	23
	Month. Deliv.	-	1	26	74	46	34	0	63	122	43	0	0	23
P-40K b/	Cumul. Alloc.	-	-	-	-	-	-	-	-	1	3	39	222	390
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	11	94	262	390
	Month. Alloc.	-	-	-	-	-	-	-	-	1	2	36	157	10
	Month. Deliv.	-	-	-	-	-	-	-	-	-	11	83	168	128

SECRET

RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
DDO IWS

8 Jan. & 20 June 1974
by 7111 IC, Date 8/11/74

PURSUIT, 1-ENG.		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES				ESTIMATED DELIVERIES							
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
ARMY (Continued) P-40L	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	185
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	185
	Month. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	185
	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	185
P-47B	Cumul. Alloc.	-	2	5	10	30	70	130	210	310	430	550	635	676
	Cumul. Deliv.	-	-	-	3	3	13	33	63	123	223	353	503	628
	Month. Alloc.	-	2	3	5	20	40	60	80	100	120	120	85	41
	Month. Deliv.	-	-	-	3	0	10	20	30	60	100	130	150	125
P-47D	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	33
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	33
	Month. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	33
	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	Cumul. Alloc.	-	167	321	427	621	897	1,186	1,672	1,934	2,221	2,502	3,206	4,256
	Cumul. Deliv.	179	429	628	799	891	1,140	1,346	1,613	1,895	2,190	2,574	3,276	4,227
	Month. Alloc.	-	167	154	106	194	276	289	486	262	267	261	704	1,050
	Month. Deliv.	179	250	199	171	92	249	206	267	232	295	384	702	961
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

a/ Actually flown away to U.S.; to be used for test purposes at Curtiss Plant.
b/ To replace the production of C3 Curtiss P-60A airplanes.

RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
DOO Hrs.
8 Jan. & 20 June 1974
by *[Signature]* SC, Date: 10/2/76

PURSUIT, 1-ENG.		ACTUAL DELIVERIES				ESTIMATED DELIVERIES								
		PRICK TO JAN. 1942	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
BRITISH P-400	Cumul. Alloc.	-	89	119	207	265								
	Cumul. Deliv.	-	54	171	230	262								
	Month. Alloc.	-	89	30	88	58								
	Month. Deliv.	-	54	117	67	24								
P-39K, L,M (P-390)	Cumul. Alloc.	-	-	-	-	-	-	-	-	80	160	234	314	394
	Cumul. Deliv.	-	-	-	-	-	-	14	40	140	249	378	394	80
	Month. Alloc.	-	-	-	-	-	-	-	-	80	80	74	80	80
P-39K P-39L	Month. Deliv.	-	-	-	-	-	-	14	26	4	96	109	129	16
	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	-
P-40E, E-1 K-1	Cumul. Alloc.	-	31	135	239	326	438	579	689	689	689	689	924	1,184
	Cumul. Deliv.	-	7	88	237	377	377	377	520	926	1,136	1,184		
	Month. Alloc.	-	31	104	104	87	112	141	110	0	0	0	235	260
P-40E-1 P-40K-1 P-40K	Month. Deliv.	-	7	81	145	144	0	0	68					
	Month. Deliv.	-	-	-	-	-	-	-	75	406	119			
	Month. Deliv.	-	-	-	-	-	-	-	-	-	91	48		
P-40F	Cumul. Alloc.	-	-	-	-	-	-	50	100	359	594	879		
	Cumul. Deliv.	-	-	-	-	5	25	25	75	147	427	604	829	879
	Month. Alloc.	-	-	-	-	-	-	50	50	259	235	265		
	Month. Deliv.	-	-	-	-	5	20	0	50	72	280	177	225	50
P-47B	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	35	50
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	-	-	35	50
	Month. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	50
	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	50
P-51 (NA-73)	Cumul. Alloc.	-	55	120	204	323	407	491	551	575	660	701		
	Cumul. Deliv.	31	129	219	255	358	444	528	612	690	701			
	Month. Alloc.	-	55	65	84	119	84	84	60	24	85	41		
	Month. Deliv.	31	98	90	76	103	86	84	84	78	11			

ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
 DOD IIS
 8 Jan. & 20 June 1975
 10/12/76

		ACTUAL DELIVERIES					ESTIMATED DELIVERIES							
		PRIOR TO JAN. 1ST	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
PURSUIT, 1-ENG.														
BRITISH (Con't.) P4F-4	Cumul. Alloc.	-	5	17	37	45								
	Cumul. Deliv.	5	5	6	18	45								
	Month. Alloc.	-	5	12	20	8								
	Month. Deliv.	5	0	1	12	27 ^{b/}								
TOTAL	Cumul. Alloc.	-	180	391	687	959	1,155	1,430	1,650	2,013	2,413	2,813	3,163	3,563
	Cumul. Deliv.	36	195	484	744	1,047	1,153	1,251	1,554	2,210	2,820	3,174	3,415	3,515
	Month. Alloc.	-	180	211	296	272	196	275	220	363	400	400	350	400
	Month. Deliv.	36	159	289	260	303	106	98	303	656	610	354	241	100.
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

a/ 2 of the British allocated P-400's were repossessed by the U.S.

b/ British contract for P4F-4's complete.

NOTE: 1 British P-400 remains to be delivered and is shown as unscheduled as it is being used on test.

SECRET

MM-000
RECORD-PARTIAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
DOO 176
8 Apr. & 30 June 1984
10/13/76

PURSUIT, 1-ENG.		PRIOR TO JAN. 1942	ACTUAL DELIVERIES				ESTIMATED DELIVERIES							
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
RUSSIA P-40E, E-1	Cumul. Alloc.	-	100	200	300	400	500	648	748	828				
	Cumul. Deliv.	34	144	244	344	451	576	657	828					
	Month. Alloc.	-	100	100	100	100	100	148	100	80				
P-40E P-40E-1 P-40X-1	Month. Deliv.	-	76											
	Month. Deliv.	34	34	100	100	107	125	81	171					
	Month. Deliv.	-												
TOTAL	Cumul. Alloc.	-	100	200	300	400	500	648	748	828				
	Cumul. Deliv.	34	144	244	344	451	576	657	828					
	Month. Alloc.	-	100	100	100	100	100	148	100	80				
	Month. Deliv.	34	110	100	100	107	125	81	171					
CHINA P-40E, E-1	Cumul. Alloc.	-	-	-	-	-	27							
	Cumul. Deliv.	-	-	-	-	-	-		27					
	Month. Alloc.	-	-	-	-	-	27							
	Month. Deliv.	-	a/	-	-	-	-			27				
P-43A-1	Cumul. Alloc.	-	28	56	84	108								
	Cumul. Deliv.	11	30	65	104	106 ^{b/}								
	Month. Alloc.	-	28	28	28	24								
	Month. Deliv.	11	19	35	39	2								
P-66	Cumul. Alloc.	-	39	73										
	Cumul. Deliv.	-	13	34	55	91								
	Month. Alloc.	-	39	34										
	Month. Deliv.	-	13	21	21	36 ^{b/}								
TOTAL	Cumul. Alloc.	-	67	129	157	181	208							
	Cumul. Deliv.	11	43	99	159	197	197	197	224					
	Month. Alloc.	-	67	62	28	24	27							
	Month. Deliv.	11	32	56	60	38				27				

a/ In January, 41 P-40E-1's allocated to the British were delivered to "Olive."
 b/ Includes 18 which were to have been delivered prior to January.
 c/ 2 additional P-43A-1 of 19 P-43A-1 recaptured by the U.S. will be returned to China in April.

SECRET

ARNOLD-PORTRAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
 800 875
 8 Jan. 4 02 June 1974
 12/13/76

		ACTUAL DELIVERIES				ESTIMATED DELIVERIES								
		PRIOR TO JAN. 1ST	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
PURSUIT, 1-ENG.														
N.E.I. P-40E-1, K-1	Cumul. Alloc.	-	-	-	26	36	36	92	136					
	Cumul. Deliv.	-	-	-	26	10	0	56 ^{1/2}	44 ^{1/2}					
	Month. Alloc.	-	-	-	26	10	0	56 ^{1/2}	44 ^{1/2}					
P-40E-1	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	-
P-40K-1	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	Cumul. Alloc.	-	-	-	26	36	36	92	136					
	Cumul. Deliv.	-	-	-	26	10	0	56	44					
	Month. Alloc.	-	-	-	26	10	0	56	44					
	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	-
BRAZIL*														
P-40K	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	10	30	40	
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	40	20	10	
	Month. Alloc.	-	-	-	-	-	-	-	-	-	10	20	10	
	Month. Deliv.	-	-	-	-	-	-	-	-	-	40			
TOTAL	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	10	30	40	
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	40	20	10	
	Month. Alloc.	-	-	-	-	-	-	-	-	-	10	20	10	
	Month. Deliv.	-	-	-	-	-	-	-	-	-	40			
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

*Seq. #13
 1/This allocation pending cancellation, so no deliveries are shown.

RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED

UGD 888

8 Jan & 29 June 1974

By: A. J. L. J. C. D. S. 11/2/76

OBSERVATION AND COMMUNICATIONS	PRIOR TO JAN. 1ST	ACTUAL DELIVERIES				ESTIMATED DELIVERIES								
		Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	
ALL CUSTOMERS														
ARMY AIR FORCES	Cumul. Alloc.	-	58	111	164	194	545	799	970	1,057	1,077	1,112	1,162	1,226
	Cumul. Deliv.	-	105	162	176	176	501	754	924	1,010	1,031	1,068	1,118	1,182
	Month. Alloc.	-	58	53	53	30	351	254	171	87	20	35	50	64
	Month. Deliv.	-	105	57	14	0	325	253	170	86	21	37	50	64
BRITAIN	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	8	18		
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	8	18		
	Month. Alloc.	-	-	-	-	-	-	-	-	-	8	10		
	Month. Deliv.	-	-	-	-	-	-	-	-	-	8	10		
CHINA	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	9	
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	-	-	9	
	Month. Alloc.	-	-	-	-	-	-	-	-	-	-	-	9	
	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	9	
TOTAL	Cumul. Alloc.	-	58	111	164	194	545	799	970	1,057	1,085	1,130	1,189	1,253
	Cumul. Deliv.	-	105	162	176	176	501	754	924	1,010	1,032	1,086	1,145	1,209
	Month. Alloc.	-	58	53	53	30	351	254	171	87	28	45	59	64
	Month. Deliv.	-	105	57	14	0	325	253	170	86	29	47	59	64
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

SECRET

RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
000 hrs
8 Jan. & 30 June 1974
By: *MAJL* / *MC*, Date: *12/74*

OBSERVATION AND COMMUNICATIONS		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES				ESTIMATED DELIVERIES									
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.		
ARMY																
L-1A (0-49A)*	Cumul. Alloc.	-	30	60	90	120	147									
	Cumul. Deliv.	-	93	150	164	164	165									
	Month. Alloc.	-	30	30	30	30	27									
	Month. Deliv.	-	93	57	14	0	1									
L-2A	Cumul. Alloc.	-	-	-	-	120	50	125	225	299						
	Cumul. Deliv.	-	-	-	-	120	50	125	225	299						
	Month. Alloc.	-	-	-	-	120	50	75	100	74						
	Month. Deliv.	-	-	-	-	120	50	75	100	74						
L-3B	Cumul. Alloc.	-	-	-	-	120	75	175	240							
	Cumul. Deliv.	-	-	-	-	120	75	175	240							
	Month. Alloc.	-	-	-	-	120	75	100	65							
	Month. Deliv.	-	-	-	-	120	75	100	65							
L-4A	Cumul. Alloc.	-	-	-	-	120	199	277								
	Cumul. Deliv.	-	-	-	-	120	199	277								
	Month. Alloc.	-	-	-	-	120	199	78								
	Month. Deliv.	-	-	-	-	120	199	78								
L-5	Cumul. Alloc.	-	-	-	-	-	-	-	1	6	16	41	79	129		
	Cumul. Deliv.	-	-	-	-	-	-	-	1	6	16	41	79	129		
	Month. Alloc.	-	-	-	-	-	-	-	1	5	10	25	38	50		
	Month. Deliv.	-	-	-	-	-	-	-	1	5	10	25	38	50		
0-52	Cumul. Alloc.	-	5													
	Cumul. Deliv.	-	12													
	Month. Alloc.	-	5													
	Month. Deliv.	-	12													
0A-10	Cumul. Alloc.	-	23	46	69 ^a											
	Cumul. Deliv.	-	23	46	69 ^a											
	Month. Alloc.	-	23	23	23											
	Month. Deliv.	-	23	23	23											

SECRET

ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
 000 US
 4 Jan & 20 June 1974
 By: *NAME* AC: Date: *10/17/74*

OBSERVATION AND COMMUNICATIONS	PRIOR TO JAN. 1ST	ACTUAL DELIVERIES				ESTIMATED DELIVERIES								
		Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	
ARMY (Continued)														
0-61	Cumul. Alloc.	-	-	-	-	-	1	2	4	6	-	-	-	
	Cumul. Deliv.	-	-	-	-	-	1	1	2	4	6	-	-	
	Month. Alloc.	-	-	-	-	-	1	1	2	2	-	-	-	
	Month. Deliv.	-	-	-	-	-	-	1	1	2	2	-	-	
<hr/>														
0-60	Cumul. Alloc.	-	-	-	-	-	-	1	-	-	-	-	-	
	Cumul. Deliv.	-	-	-	-	-	-	1	-	1	-	-	-	
	Month. Alloc.	-	-	-	-	-	-	1	-	-	-	-	-	
	Month. Deliv.	-	-	-	-	-	-	-	-	1	-	-	-	
<hr/>														
G-64	Cumul. Alloc.	-	-	-	-	-	-	3	9	17	27	39	53	
	Cumul. Deliv.	-	-	-	-	-	-	3	9	17	27	39	53	
	Month. Alloc.	-	-	-	-	-	-	3	6	8	10	12	14	
	Month. Deliv.	-	-	-	-	-	-	3	6	8	10	12	14	
<hr/>														
TOTAL	Cumul. Alloc.	-	58	111	164	194	545	799	970	1,057	1,077	1,112	1,162	1,226
	Cumul. Deliv.	-	105	162	176	176	501	754	924	1,010	1,031	1,068	1,118	1,182
	Month. Alloc.	-	58	53	53	30	351	254	171	87	20	35	50	64
	Month. Deliv.	-	105	57	14	0	325	253	170	86	21	37	50	64
<hr/>														
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													
<hr/>														
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

* 6 additional planes delivered to British in January but are not shown as they were not allocated.
 a/ Order for 74 OA-10's relinquished to Navy.
 Army will receive 14 from Navy in 1942.
 b/ No deliveries of L-2A's, L-3B's, and L-4A's prior to May are shown since there was no allocation prior to June.

SECRET

ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

RM-30D

DECLASSIFIED
 500 hrs
 8 Jan. 8 20 June 1974
 by *Handwritten initials*

OBSERVATION AND COMMUNICATIONS		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES				ESTIMATED DELIVERIES						
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.
BRITAIN C-43	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	8	18	
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	8	18	
	Month. Alloc.	-	-	-	-	-	-	-	-	-	8	10	
	Month. Deliv.	-	-	-	-	-	-	-	-	-	8	10	
TOTAL	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	8	18	
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	8	18	
	Month. Alloc.	-	-	-	-	-	-	-	-	-	8	10	
	Month. Deliv.	-	-	-	-	-	-	-	-	-	8	10	
CHINA C-43	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	-	-	
	Month. Alloc.	-	-	-	-	-	-	-	-	-	-	-	
	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	
TOTAL	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	-	-	
	Month. Alloc.	-	-	-	-	-	-	-	-	-	-	-	
	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	
	Cumul. Alloc.												
	Cumul. Deliv.												
	Month. Alloc.												
	Month. Deliv.												
	Cumul. Alloc.												
	Cumul. Deliv.												
	Month. Alloc.												
	Month. Deliv.												

HM-30D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
-800 103
8 Jan 4 20 June 1974
1. 10/10/74

TRANSPORTS		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES				ESTIMATED DELIVERIES							
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
BRITISH C-47	Cumul. Alloc.	-	-	-	-	-	-	15	42	67	97	125	153	203
	Cumul. Deliv.	-	-	-	-	-	14	34	65	94	124	159	177	200
	Month. Alloc.	-	-	-	-	-	-	15	27	25	39	28	20	47
	Month. Deliv.	-	-	-	-	-	14	20	31	29	30	15	38	23
C-53	Cumul. Alloc.	-	2	4	6	8	10	10	12	14	16	18	20	22
	Cumul. Deliv.	-	3	5	6	8	10	12	14	16	18	22	2	2
	Month. Alloc.	-	2	2	2	2	2	0	2	2	2	2	2	2
	Month. Deliv.	-	3	2	1	2	2	2	2	2	2	4		
C-54	Cumul. Alloc.	-	-	-	-	-	-	3	6	9	12	15	14	15
	Cumul. Deliv.	-	-	-	-	-	-	-	-	2	6	10	14	15
	Month. Alloc.	-	-	-	-	-	-	3	3	3	3	3	3	3
	Month. Deliv.	-	-	-	-	-	-	-	-	2	4	4	4	1
C-59	Cumul. Alloc.	-	7	6	7									
	Cumul. Deliv.	4	4	6	7									
	Month. Alloc.	-	7											
	Month. Deliv.	4	0	2	1									
C-60 (C-56) (#16)	Cumul. Alloc.	-	-	3	11	15	15	22	35	48	60	72	79	85
	Cumul. Deliv.	3	3	3	12	15	15	25	35	40	41	45	50	55
	Month. Alloc.	-	-	3	8	4	0	7	13	13	12	12	7	
	Month. Deliv.	3	0	0	9	3	0	10	10	5	1	4	5	5
C-61	Cumul. Alloc.	-	30	77	97	126								
	Cumul. Deliv.	1	5	29	50	70	95	115	115	126				
	Month. Alloc.	-	30	47	20	29								
	Month. Deliv.	1	4	24	21	20	25	20	-	11				

RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
DOO firs
8 Jan. & 20 June 1974
By: [Signature] JC; Date: 12/2/76

TRANSPORTS		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES					ESTIMATED DELIVERIES						
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
BRITISH (Continued)														
LOCKHEED 12	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cumul. Deliv.	-	-	-	-	1	4							
	Month. Alloc.	-	-	-	-	-	-							
	Month. Deliv.	-	-	-	-	1	3							
TOTAL	Cumul. Alloc.	-	39	91	121	156	158	183	228	271	318	363	400	449
	Cumul. Deliv.	8	15	43	75	101	145	197	240	289	326	353	400	429
	Month. Alloc.	-	39	52	30	35	2	25	45	43	47	45	37	49
	Month. Deliv.	8	7	28	32	26	44	52	43	49	37	27	47	29
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

SECRET

RM-80D
ARNOLD-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
000 0
8 Jan. 4 20 75
SP. 11/11/80 JG, Date 10/2/76

TRANSPORTS		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES				ESTIMATED DELIVERIES							
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
CHINA C-53	Cumul. Alloc.	-	2	4	6	8	10	10	12	14	16	18	20	22
	Cumul. Deliv.	-	2	6	7	8	10	12	14	16	20	22		
	Month. Alloc.	-	2	2	2	2	2	0	2	2	2	2	2	2
	Month. Deliv.	-	2	4	1	1	2	2	2	2	4	2		
TOTAL	Cumul. Alloc.	-	2	4	6	8	10	10	12	14	16	18	20	22
	Cumul. Deliv.	-	2	6	7	8	10	12	14	16	20	22		
	Month. Alloc.	-	2	2	2	2	2	0	2	2	2	2	2	2
	Month. Deliv.	-	2	4	1	1	2	2	2	2	4	2		
N.E.I. C-47	Cumul. Alloc.	-	-	-	1	2	3							
	Cumul. Deliv.	-	-	-	-	-	-							
	Month. Alloc.	-	-	-	1	1	1							
	Month. Deliv.	-	-	-	-	a								
C-53	Cumul. Alloc.	-	-	-	-	-	-	-	1	2	3	4	5	
	Cumul. Deliv.	-	-	-	-	-	-	-	1	2	3	5		
	Month. Alloc.	-	-	-	-	-	-	-	1	1	1	1	1	
	Month. Deliv.	-	-	-	-	-	-	-	1	1	1	2		
C-60 (18)	Cumul. Alloc.	-	-	-	-	-	3	9						
	Cumul. Deliv.	-	-	-	-	-	3	9						
	Month. Alloc.	-	-	-	-	-	3	6						
	Month. Deliv.	-	-	-	-	-	3	6						
Model 12	Cumul. Alloc.	-	4	8	12	14								
	Cumul. Deliv.	-	-	-	-	-								
	Month. Alloc.	-	4	4	4	2								
	Month. Deliv.	-	-	-	-	-b								
TOTAL	Cumul. Alloc.	-	4	8	13	16	20	26	26	27	28	29	30	31
	Cumul. Deliv.	-	-	-	-	-	3	9	10	11	12	14		
	Month. Alloc.	-	4	4	5	3	4	6	0	1	1	1	1	1
	Month. Deliv.	-	-	-	-	-	3	6	1	1	1	2		

a/ 2 to U.S., 1 to Navy (Seq. 17)
b/ Deliveries diverted as follows: 8 to U.S., 2 to Navy, and 4 to Britain

RM-80D
ARNOLD-PONTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1947

DECLASSIFIED
E.O. 13526

TRANSPORTS		PRIOR TO JAN. 1ST	ACTUAL DELIVERIES				ESTIMATED DELIVERIES							
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
OTHER														
Navy C-47	Cumul. Alloc.	-	1	6	14	21	30	39	47	55	62	69	76	78
	Cumul. Deliv.	-	-	-	14	20	30	39	47	55	62	69	76	78
	Month. Alloc.	-	1	5	8	7	9	9	8	8	7	7	7	2
	Month. Deliv.	-	-	-	14	6	10	9	8	8	7	7	7	2
Navy C-53	Cumul. Alloc.	-	2	4	6	8	10	11	12					
	Cumul. Deliv.	-	2	4	6	8	10	12						
	Month. Alloc.	-	2	2	2	2	2	1	1					
	Month. Deliv.	-	2	2	2	2	2	2						
Navy C-60	Cumul. Alloc.	-	-	-	-	-	5	5	5	5	10	15	20	25
	Cumul. Deliv.	-	-	-	-	-	5	5	5	5	10	15	20	25
	Month. Alloc.	-	-	-	-	-	5	-	-	-	5	5	5	5
	Month. Deliv.	-	-	-	-	-	5	-	-	-	5	5	5	5
Brazil C-45B	Cumul. Alloc.	-	-	-	-	-	-	-	-	2	4	6	8	10
	Cumul. Deliv.	-	-	-	-	-	-	-	-	2	4	6	8	10
	Month. Alloc.	-	-	-	-	-	-	-	-	2	2	2	2	2
	Month. Deliv.	-	-	-	-	-	-	-	-	2	2	2	2	2
Brazil C-60	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	1			
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	1			
	Month. Alloc.	-	-	-	-	-	-	-	-	-	1			
	Month. Deliv.	-	-	-	-	-	-	-	-	-	1			
Brazil C-61	Cumul. Alloc.	-	-	-	20									
	Cumul. Deliv.	-	-	-			20							
	Month. Alloc.	-	-	-	20									
	Month. Deliv.	-	-	-		0	20							
Brazil C-66 (#18)	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	-
	Cumul. Deliv.	-	-	2	-	-	-	-	-	-	-	-	-	-
	Month. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	-
	Month. Deliv.	-	-	2	-	-	-	-	-	-	-	-	-	-

SECRET

ANFOLE-PORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
 E.O. 13526, Date 11/17/2014

TRANSPORTS		ACTUAL DELIVERIES				ESTIMATED DELIVERIES							
		PRIOE 54 JAN. 1942	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.
OTHER (Continued) Venezuela C-60	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	1	2
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	-	1	2
	Month. Alloc.	-	-	-	-	-	-	-	-	-	-	1	1
	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	1	1
Portugal J&F	Cumul. Alloc.	-	3	6	10								
	Cumul. Deliv.	8	8	10									
	Month. Alloc.	-	3	3	4								
	Month. Deliv.	8	0	2									
TOTAL	Cumul. Alloc.	-	6	16	50	59	73	85	94	104	119	134	149
	Cumul. Deliv.	8	10	16	32	40	77	88	95	106	121	136	151
	Month. Alloc.	-	6	10	34	9	16	10	9	10	15	15	15
	Month. Deliv.	8	2	6	16	8	37	11	8	10	15	15	15
	Cumul. Alloc.												
	Cumul. Deliv.												
	Month. Alloc.												
	Month. Deliv.												
	Cumul. Alloc.												
	Cumul. Deliv.												
	Month. Alloc.												
	Month. Deliv.												
	Cumul. Alloc.												
	Cumul. Deliv.												
	Month. Alloc.												
	Month. Deliv.												

ARM-808
 ARNOLD-FORTAL ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1942

DECLASSIFIED
 GPO: 1974
 8 Jan. & 20 June 1974
 By: *KLH* LC Date: *11/21/76*

TRANSPORTS	PRICE TO JAN. 1942	ACTUAL DELIVERIES				ESTIMATED DELIVERIES								
		Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	
ALL CUSTOMERS														
ARMY AIR FORCES														
	Cumul. Alloc.	-	12	37	92	174	263	351	450	591	764	963	1,209	1,500
	Cumul. Deliv.	-	17	55	86	196	278	372	480	630	812	1,014	1,230	1,511
	Month. Alloc.	-	12	25	55	82	89	88	99	141	173	199	246	299
	Month. Deliv.	-	17	38	31	110	82	94	108	150	182	202	216	261
BRITAIN														
	Cumul. Alloc.	-	39	91	121	156	158	183	228	271	318	363	400	449
	Cumul. Deliv.	8	15	43	75	101	145	197	240	289	326	353	400	429
	Month. Alloc.	-	39	52	30	35	2	25	45	43	47	45	37	49
	Month. Deliv.	8	7	28	32	26	44	52	43	49	37	27	47	29
CHINA														
	Cumul. Alloc.	-	2	4	6	8	10	10	12	14	16	18	20	22
	Cumul. Deliv.	-	2	6	7	8	10	12	14	16	20	22	2	2
	Month. Alloc.	-	2	2	2	2	2	0	2	2	2	2	2	2
	Month. Deliv.	-	2	4	1	1	2	2	2	2	4	2		
H.K.I.														
	Cumul. Alloc.	-	4	8	13	16	20	26	26	27	28	29	30	31
	Cumul. Deliv.	-	-	-	-	-	3	9	10	11	12	14	1	1
	Month. Alloc.	-	4	4	5	3	4	6	0	1	1	1	1	1
	Month. Deliv.	-	-	-	-	-	3	6	1	1	1	2		
OTHER														
	Cumul. Alloc.	-	6	16	50	59	75	85	94	104	119	134	149	158
	Cumul. Deliv.	8	10	16	38	49	77	88	96	106	121	136	151	160
	Month. Alloc.	-	6	10	34	9	16	10	9	10	15	15	15	9
	Month. Deliv.	8	2	6	16	8	37	11	8	10	15	15	15	9
TOTAL														
	Cumul. Alloc.	-	63	156	262	413	526	625	810	1,007	1,245	1,507	1,808	2,168
	Cumul. Deliv.	18	44	120	200	385	523	624	840	1,052	1,291	1,539	1,817	2,136
	Month. Alloc.	-	63	93	126	131	113	123	155	197	238	262	301	360
	Month. Deliv.	18	28	76	80	145	168	185	182	212	239	248	278	319

ARMED FORCES ALLOCATIONS (As Revised) VS ACTUAL AND ESTIMATED DELIVERIES 1942

DECLASSIFIED
 BY: [Signature]
 DATE: [Date]

TRANSPORTS		ACTUAL DELIVERIES				ESTIMATED DELIVERIES								
		PRIOR TO JAN. 1ST	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
ARMY C-45B	Cumul. Alloc.	-	-	-	-	-	-	-	-	8	21	29	42	54
	Cumul. Deliv.	-	-	-	-	-	-	-	-	8	21	29	42	54
	Month. Alloc.	-	-	-	-	-	-	-	-	8	13	8	13	12
	Month. Deliv.	-	-	-	-	-	-	-	-	8	13	8	13	12
C-46	Cumul. Alloc.	-	-	-	-	-	-	1	2	4	7	12	31	71
	Cumul. Deliv.	-	-	-	-	-	-	1	3	8	16	26	46	71
	Month. Alloc.	-	-	-	-	-	-	1	1	2	3	5	19	40
	Month. Deliv.	-	-	-	-	-	-	1	2	5	8	10	20	25
C-47	Cumul. Alloc.	-	1	16	57	124	199	270	335	402	465	530	595	681
	Cumul. Deliv.	-	-	23	40	133	199	270	335	402	465	530	581	681
	Month. Alloc.	-	1	15	41	67	75	71	65	67	63	65	65	86
	Month. Deliv.	-	-	23	17	93	66	71	65	67	63	65	51	100
C-53	Cumul. Alloc.	-	11	21	32	44	55	71	87	103	119	142	190	240
	Cumul. Deliv.	-	16	24	37	54	69	89	110	131	152	174	206	240
	Month. Alloc.	-	11	10	11	12	11	16	16	16	16	23	48	50
	Month. Deliv.	-	16	8	13	17	15	20	21	21	21	22	32	34
C-54	Cumul. Alloc.	-	-	-	3	6	9	-	-	-	-	-	-	-
	Cumul. Deliv.	-	-	-	1	1	2	4	7	9	-	-	-	-
	Month. Alloc.	-	-	-	3	3	3	-	-	-	-	-	-	-
	Month. Deliv.	-	-	-	1	0	1	2	3	2	-	-	-	-
C-54A and DC-4	Cumul. Alloc.	-	-	-	-	-	-	-	-	1	2	3	5	11
	Cumul. Deliv.	-	-	-	-	-	-	-	-	-	-	-	1	6
	Month. Alloc.	-	-	-	-	-	-	-	-	1	1	1	2	6
C-54A DC-4	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	1	2
	Month. Deliv.	-	-	-	-	-	-	-	-	-	-	-	-	2
C-60	Cumul. Alloc.	-	-	-	-	-	-	-	5	26	43	60	74	89
	Cumul. Deliv.	-	-	-	-	-	-	-	5	26	43	60	74	89
	Month. Alloc.	-	-	-	-	-	-	-	5	21	17	17	14	15
	Month. Deliv.	-	-	-	-	-	-	-	5	21	17	17	14	15

SECRET

ARNOLD-PORTER ALLOCATIONS (as Revised) VS ACTUAL AND ESTIMATED DELIVERIES - 1948

TRANSPORTS		PRICE TO JAN. 1ST	ACTUAL DELIVERIES				ESTIMATED DELIVERIES							
			Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
ARMY (continued)	C-51	Cumul. Alloc.	-	-	-	-	-	-	-	1	26	56	91	131
		Cumul. Deliv.	-	-	-	-	-	-	-	1	26	56	91	131
		Month. Alloc.	-	-	-	-	-	-	-	1	25	30	35	40
		Month. Deliv.	-	-	-	-	-	-	-	1	25	30	35	40
C-78	Cumul. Alloc.	-	-	-	-	-	-	12	37	72	122	172	222	
	Cumul. Deliv.	-	-	-	-	-	-	12	37	72	122	172	222	
	Month. Alloc.	-	-	-	-	-	-	12	25	35	50	50	50	
	Month. Deliv.	-	-	-	-	-	-	12	25	35	50	50	50	
LOCKERS 12	Cumul. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	
	Cumul. Deliv.	-	1	8	-	-	-	-	-	-	-	-	-	
	Month. Alloc.	-	-	-	-	-	-	-	-	-	-	-	-	
	Month. Deliv.	-	1	7	-	-	-	-	-	-	-	-	-	
TOTAL	Cumul. Alloc.	-	12	37	92	174	263	351	450	591	764	963	1,209	1,508
	Cumul. Deliv.	-	17	55	86	196	278	372	480	630	812	1,015	1,230	1,511
	Month. Alloc.	-	12	25	55	82	89	88	99	141	173	199	246	299
	Month. Deliv.	-	17	38	31	110	82	94	108	150	182	202	216	281
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													
	Cumul. Alloc.													
	Cumul. Deliv.													
	Month. Alloc.													
	Month. Deliv.													

NOTE: C-53 allocated to Commercial are shown reassigned to Army.

SECRET

DECLASSIFIED
EOD 782

8 Jan. & 20 June 1978
By *[Signature]* JG, Date *[Signature]*

~~SECRET~~

REPLACEMENT AIRCRAFT AND CREW

DURING WEEK ENDING JULY 1

		AUSTRALIA		INDIA		HAWAII
		A	C	A	C	A
HEAVY BOMB.	B-17	0	0	0	0	0
	B-24	0	0	0	0	0
MEDIUM BOMB.	B-25	0	0	0	0	0
	B-26	0	0	0	0	0
LIGHT BOMB.	A-20	0	0	0	0	0
	A-24	0	0	0	0	0
FIGHTER	P-39)	(X)0	0	0	0	0
	P-40)	0	0	(X)0	0	(W)0
TOTALS		0	0	0	0	0
		-	-	-	-	-

KEY: A - AIRCRAFT
C - CREW (Information by AFFMP)

Notes:
(V) 8 left July 12th - 2 additional
(W) 8 P-40K-1 at P.O.E.
(X) 65 P-39B-1 at P.O.E. to leave
(Y) 32 P-39K-1 at P.O.E.

~~SECRET~~

NET

AND CREWS DEPARTED U. S.

ED JULY 11, 1942

HAWAII		CARIBBEAN		NEAR EAST	
▲	Ω	▲	Ω	▲	Ω
0	0	0	0	0	0
0	0	0	0	(v)0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
(w)0	0	0	0	0	0
-	-	-	-	-	-
0	0	0	0	0	0
-	-	-	-	-	-

AFROM
 AIRCRAFT DIV.
 JULY 13, 1942

FFMF)

2 additional to go

to leave 7/18

~~SECRET~~

DECLASSIFIED
200 175
8 Jan. & 20 Nov 1974
By: *10/27/74*

SCHEDULE OF GROUP FOR U. K.

NAVY COMMANDERS

GRADE	DATE	ALPHABETIC
390b	March 15	7-14
400b	March 21	7-17
360b	May 15	7-17
370b	May 21	7-17

ADMIRALS

1. Sigstrom	March 15	7-16
1. Sigstrom	May 15	7-16

ENGINES

GRADE	DATE	ALPHABETIC
714	March 15	6-3
714	March 21	6-3

Col. Vasserman

COPY FOR COL. DUNCAN

~~SECRET~~

ALLOCATION OF AIRPLANES 1942

MEDIUM BOMBARDMENT

DECLASSIFIED
 DOD 102
 8 Feb. 2, 2010
 BY ADIV 10, Date 10/2/17

SECRET

SECRET

Granted to Marsh 1942

ORGANIZATION	PRESENT LOCATION	ASSIGNMENT	AIRPLANES ASSIGNED						OTHER TYPES	BASIC TYPE	MODERN COMBAT TYPE MAR. 19	MAR. 19-31	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
			MODERN COMBAT TYPES			OTHER TYPES															
			B-25A	B-25B	B-26A	EN ROUTE	ALLO-CATED	B-25													
1	22nd Op. Australia	Australia		3		75	18		B-26A	96	-	12*	12*	12*	12*	12*	12*	12*	12*	12*	
2	38th Op. Patterson	Australia			49				B-26A	49	(8)	12*	12*	12*	12*	12*	12*	12*	12*	12*	
3	17th Op. Columbia	AAF		30					B-25B/C	30	15	(12)	3*	3*	12*	12*	12*	12*	12*	12*	
4	12th Op. Baler	AAF		11				2	B-25C	11	21	(15)	3*	3*	12*	12*	12*	12*	12*	12*	
	Doolittle Project Egin	-		24					B-25B	24											
5	21st Op. Jackson	AAF		1					B-26A/B	1	21	12	(23)	3*	3*	12*	12*	12*	12*	12*	
6	40th Op. Panama	CDC						7	B-26B				1	88	(28)	3*	3*	3*	3*	3*	
7	309th Op. Tucson	AAF							B-25D			30	12	(8)	3*	3*	12*	12*	12*	12*	
8	310th Op. Tucson	AAF							B-25D			10	80	(27)	3*	3*	12*	12*	12*	12*	
9	42nd Op. Portland	WDC						9	B-25C/D					22	(35)	3*	3*	3*	3*	3*	
10	41st Op. Hammer	WDC						11	B-25D					26	(31)	3*	3*	3*	3*	3*	
11	13th Op. Westover	ETO	4	11				8	B-25D/F	16						(42)	3*	3*	3*	3*	
12	45th Op. Grenier	ETO						4	B-26B							23	(34)	3*	3*	3*	
	73rd Sq. Alaska	WDC			11				B-26A	11							(27)				
	77th Sq. Alaska	WDC				1	11		B-26A	12							(1)				
MAPPING & PHOTOGRAPHIC (See separate chart)									B-25D							62	(14)				
			16	68	60	76	29		TOTALS	242	75	103	93	118	146	230	147	99	99	99	

Key:
 () Unit Complete
 * Attrition
 # Changed from B-26B

AVAILABLE FOR ALLOCATION:

B-25C	46	57	25	23	31	88	43	19	55	-
B-25D	-	10	80	40	60	80	100	99	100	103
B-26A	29	36								
B-26B			48	55	55	62	97	116	87	102
B-26C							1	2	4	8
	75	103	93	118	146	230	241	236	246	213

~~SECRET~~

ALLOCATION OF AIRPLANES 1942

LIGHT BOMBARDMENT

DECLASSIFIED

DDO 103

By *ALX* 1C, Date 10/12/78

~~SECRET~~

Corrected To March 20, 1942

ORGANIZATION	PRESENT LOCATION	ASSIGNMENT	AIRPLANES ASSIGNED						OTHER TYPES		COMBAT TYPE MAR. 30	DB-7B TRANS. FERS	MAR 21-31	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	
			MODERN COMBAT TYPES						MISC.	TYPE													
			A-20a	A-20B	DB-7B	A-20C	A-24	ON WAY A-20C															
1	27th Gp	Australia	Australia	3				44	39		A-20A/A-24	86		6*	8*	12*	12*	12*	12*	12*	12*	12*	
		India-China																					
2	48th Gp	Savannah	End AF			55				2	DB-7B/A-20B	55	-15	(17)	3*	3*	7*	12*	12*	12*	12*	12*	
3	46th Gp	Barkedale	AAF			22				2	A-20B	22	-22	(57)	3*	3*	7*	12*	12*	12*	12*	12*	
	18th Sq	Lawson	Turbenlite	1		13					DB-7B	14	10										
4	47th Gp	Will Rogers	4th AF				41				A-20C	41		11	(5)	3*	3*	3*	3*	12*	12*	12*	
	58th Sq	Hawaii	H.D.							1	A-20B/C	-			(15)					4*		3*	
	59th Sq	Panama	C.D.C.	7							A-20	7		4	(2)								
5	84th Gp	Savannah	AAF								A-24						30	(27)	3*	3*	12*	12*	
6	88th Gp	Savannah	3rd AF								A-24							46	(11)	3*	3*	12*	
7	86th Gp	Will Rogers	2d AF								A-31							56	(1)	3*	3*	12*	
8	311th Gp	Will Rogers	AAF								A-31									(57)	3*	3*	12*
9	312th Gp	Bowman	AAF								A-20C									(57)	3*	3*	12*
10	3rd Gp	(To be RE-activated)	AAF								A-20									(57)	3*	3*	12*
	ALLOCATED TO OBSERVATION										A-20B/C											205	(103)
	TRANSFER TO FIGHTER SCHOOL										DB-7B												27
				11		20	41	44	39		TOTALS	225	-	85	28	17	25	72	168	242	271	181	123
											AVAILABLE FOR ALLOCATION:	A-20B		57		17	25	30	18	50	128	175	91
											A-20C			28	28			9	94	76	242	161	
											A-24						42	65	23				
											A-34										12	30	
											A-31							56	75	75	75	75	
														85	28	17	25	72	168	242	291	522	327

KEY:
() Complete
* Attrition

~~SECRET~~

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SECRET

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DDO lets
8 Jan. & 29 June 1974
ALM/IK LC. Date 01/12/74

SECRET

ALLOCATION OF AIRPLANES 1942

PURSUIT

Corrected to March 25, 1942

ORGANIZATION	PRESENT LOCATION	ASSIGNMENT	AIRPLANES ASSIGNED						OTHER TYPE		COMBAT TYPE ASSIGNED 25-31	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
			P-39D	P-39 P-J	P-38E	P-40E P-40EL	P-40E C-D-G	ON WAY	P-40	MISC											
UNITS TO BE EQUIPPED WITH P-39 and P-40 TYPES																					
1	51st Op.	India				3	36 (P-40E)		1	P-39D	39	(80)	16*	16*	16*	16*	16*	16*	16*	16*	16*
2	49th Op.	Australia	Usefia			143			1	P-40E	143		16*	16*	16*	16*	16*	16*	16*	16*	16*
3	36th Op.	Australia	Usefia	136			40			P-39D	176		16*	16*	16*	16*	16*	16*	16*	16*	16*
4	8th Op.	Australia	Usefia	1	78		6	55	1	P-39D	140		16*	16*	16*	16*	16*	16*	16*	16*	16*
	Sq.	Mescher	Usefia					25		P-40E	25			3*				3*			
	Sq.	Poppy						25		P-39D	25			3*				3*			
5	23rd Op.	China &	China			22		50		P-40E	72		(8)		16*		16*			16*	
	68th Sq.	Canton	Canton	25						P-39D	25			5*				5*			
	18th Sq.	Xmas	Xmas	25						P-39D	25			5*				5*			
	70th Sq.	Fiji	Fiji					25		P-39D	25			5*				5*			
	11th Sq.	Elmendorf	Alaska				20	11		P-40E	31				5*				5*		
	18th Sq.	Fort Richardson	Alaska					12	16	P-40E	12	(15)			5*				5*		
	33rd Sq.	Indigo	Indigo	10			30	15		P-39D/P-40E	55										
6	50th Op.	Key	School				53			P-40E ^{DE-7B} P-40E ^{DE-7B}	53	27		13	22	22	3				
7	33rd Op.	Philadelphia	EDC				49		2	2	P-40E-1	48	15	(16)	4*	4*	4*	4*	4*	4*	4*
8	20th Op.	Wilmington	AAF	12	6		1	9	6	3	P-40F	28		35	(17)	4*	3*	16*	16*	16*	16*
9	52nd Op.	Florence	AAF	10	17					1	P-39F	27	(53)		8*	14*	16*	16*	16*	16*	16*
10	31st Op.	New Orleans	AAF	1	19			5		2	P-39E	25	(56)		7*	14*	16*	16*	16*	16*	16*
11	54th Op.	Bat. Rouge	AAF					10	15	2	P-40F	10		36	15	(19)	4*	4*	5*	16*	16*
12	78th Op.	Beer	AAF								P-39D	-		(80)	4*	4*	16*	16*	16*	16*	16*
13	56th Op.	Tallahassee	AAF							9	P-39D	-			(80)	4*	4*	16*	16*	16*	16*
14	16th Op.	Panama	CDC			9	20			17	P-38E	29		22	(29)	4*	4*	4*	4*	4*	4*
15	32nd Op.	Panama	CDC			11	18			3	P-38E	29			43	(8)	4*	4*	4*	4*	4*
16	37th Op.	Panama	CDC			6	28			3	P-40F	34				21	(25)	4*	4*	4*	4*
17	36th Op.	Puerto Rico	CDC	33		15	2			11	P-39D/L	80				(30)	4*	4*	4*	4*	4*
18	53rd Op.	Tallahassee	AAF(CDC)	77	(includes 48 in Panama)							P-39D	77		(3)	4*	4*	4*	4*	4*	4*
19	15th Op.	Hawaii	H.D.	10		25	37			25	P-39D/P-40E TE			(8)	4*	4*	4*	4*	4*	4*	4*
20	18th Op.	Hawaii	H.D.	12		40	26			16	P-40E	78			(2)	4*	4*	4*	4*	4*	4*
21	318th Op.	Hawaii	H.D.								P-38E	-			50	27	(3)	4*	4*	4*	4*
22	54th Op.	Flint	AAF								P-40E-1	-	10								
	99th Sq.	Tuskegee	AAF								P-40F	-				(25)					
	1st Comp. Op.	Meridian	AGATE								P-40E-1	-	18								

19	18th Gp.	Hawaii	H.D.	10		20	37	25	P-39D/P-40E 7E	(8)	4*	4*	4*	4*	4*	4*												
20	18th Gp.	Hawaii	H.D.	12		40	26	16	P-40E	78	(2)	4*	4*	4*	4*	4*												
21	318th Gp.	Hawaii	H.D.						P-38E		50	27	(3)	4*	4*	4*												
22	26th Gp.	Plum	AAF						P-40E-1	-	10																	
23	24th Gp.	San Diego	AAF						P-40F	-																		
24	1st Gp.	Meridian	AGATE						P-40E-1	-	18																	
UNITS TO BE EQUIPPED WITH P-47 TYPE																												
25	79th Gp.	Tallahassee	AAF						P-47B	-	5	10	25	(40)	4*	4*	16*											
24	21st Gp.	Douglas	AAF						P-47B	-			20	(60)	4*	4*	16*											
25	22nd Gp.	Baton Rouge	AAF						P-47B	-			16	(64)	4*	4*	16*											
26	20th Gp.	Selfridge	AAF						P-47B	-				28	(52)	4*	4*											
UNITS TO BE EQUIPPED WITH P-38 TYPE																												
27	55th Gp.	Paine	WDC			67		34	P-38E	67	(13)	4*	4*	4*	4*	4*												
28	56th Gp.	Bendix	WDC	1		2		30	P-38E	37	2	(78)	4*	4*	4*	4*												
29	1st Gp.	Mines	WDC			46		11	P-38E	46	18	(16)	4*	4*	4*	4*												
30	57th Gp.	Boston	WDC	2		41		1	P-38E	43		(80)	4*	4*	4*	4*												
31	14th Gp.	Hamilton	WDC			54		26	P-38E	54	6	(20)	4*	4*	4*	4*												
				355	120	167	467	109	299	TOTALS								1567	213	241	418	411	395	336	337	256	284	280

AVAILABLE FOR ALLOCATION:

P-39D-1			80	164	166	88	47									91
P-39F		108														
P-38E			22	88	100											
P-38L										100	200	186	147	377		
P-38M																223
DE-7B(Transfer)	27															
P-40E-1	45	26	45													
P-40F	15	25	41	49	85	65	1	40	65							
P-40K																45
P-40K-1											75	20	8			
P-47B	5	10	25	60	80	100	120	150	100	47						
P-47D																85
P-47G											1	3	2	15		
P-38E	15	100	110	110	110	110	110	110	99	50	50					
P-70			13	22	22	3										
				213	241	418	485	485	425	508	478	643	826			

Key:

() Unit Complete

* Attrition

/ To be replaced by P-38Es

DECLASSIFIED

DECLASSIFIED

DECLASSIFIED
 DD Form 1174
 8 Mar. & 20 June 1974
 SECURITY INFORMATION

ALLOCATION OF AIRPLANES 1942

HEAVY BOMBARDMENT

SECRET

SECRET

Corrected to March 28, 1942

ORGANIZATION	PRESENT LOCATION	ASSIGNMENT	AIRPLANES ASSIGNED						BASIC TYPE	COMBAT TYPE ASSIGNED	MAR	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
			B-17E	B-24 C.D. H.E.B-30	B-17 C.D.	On MAY	OTHER B-17	OTHER B-24												
1	19th Gp.	Australia	Australia	15	2	5				B-17E	22	15	(5)	7*	7*	7*	7*	7*	7*	7*
2	43rd Gp.	Australia	Australia	14		5	2			B-17E	21	15	(4)	7*	7*	7*	7*	7*	7*	7*
3	7th Gp.	Magnie	Magnie	5		1	4			B-17E	10	36	(4)	7*	7*	7*	7*	7*	7*	7*
		Amniga	Amniga							B-24D	-	24								
	Eng Tr Sch	Albuquerque	School		14					B-24D	14									
	Eng Tr Sch	Sebring	School	12						B-17E	12	6			6					
										B-24D										
4	29th Gp.	MacDill	AAF	24					2	B-17E	24									
5	44th Gp.	Barkdale	AAF		8	1			2	B-24C	9	6	3							
6	32nd Gp.	Tucson	AAF	2		1		11		B-17E	3	11	(21)	2*	2*	7*	7*	7*	7*	7*
7	24th Gp.	Pendleton	AAF	13						B-17E	13	12	(10)	2*	2*	7*	7*	7*	7*	7*
8	97th Gp.	MacDill	AAF	23						B-17E	23		(12)	2*	2*	7*	7*	7*	7*	7*
9	28th Gp.	Barkdale	AAF		7				1	B-24D	7		(22)	2*	2*	7*	7*	7*	7*	7*
10	201st Gp.	Geiger	AAF	6						B-17E	6		15	(14)	2*	2*	7*	7*	7*	7*
11	302nd Gp.	Gowen	AAF	7						B-17E	7		15	(13)	2*	2*	7*	7*	7*	7*
12	22nd Gp.	Barkdale	AAF							B-17E	-		(35)	2*	2*	7*	7*	7*	7*	7*
13	23rd Gp.	Barkdale	AAF							B-24D	-	6	(29)	2*	2*	7*	7*	7*	7*	7*
14	6th Gp.	Yanama	ODC	8	9		9	1	10	B-24D	26	8	7	(6)	2*	2*	2*	2*	2*	2*
15	305th Gp.	Gowen	AAF						2	B-17E	-		11	(24)	2*	2*	7*	7*	7*	7*
16	305th Gp.	Gowen	AAF						3	B-17E	-			8	16	(9)	2*	2*	7*	7*
17	91st Gp.	Baton Rouge	AAF							B-24D	-		17	(12)	2*	2*	7*	7*	7*	7*
18	90th Gp.	Key Field	AAF							B-24D	-			(35)	2*	2*	7*	7*	7*	7*
19	307th Gp.	Salt Lake City	AAF							B-24D	-			29	(6)	2*	2*	7*	7*	7*
20	308th Gp.	Salt Lake City	AAF							B-24D	-				(35)	2*	2*	7*	7*	7*
21	99th Gp.	Orlando	AAF							B-24D	-				24	(11)	2*	2*	7*	7*
22	100th Gp.	Orlando	AAF							B-24D	-					(35)	2*	2*	7*	7*
23	302nd Gp.	Geiger, Spokane	AAF							B-24D	-					(35)	2*	2*	7*	7*
24	304th Gp.	Pendleton	AAF							B-24D	-					16	(19)	2*	2*	7*
25	94th Gp.	Jackson	AAF							B-24D	-					(35)	2*	2*	7*	7*
26	25th Gp.	Jackson	AAF							B-24D	-							(35)	2*	7*
27	28th Gp.	Roman	AAF							B-24D	-						4	26	(5)	2*
28	95th Gp.	Oklahoma City	AAF							B-17E	2							(26)	2*	7*
29	9th Gp.	Trinidad	ODC	6			3			B-17E	9							(26)	2*	7*
30	25th Gp.	Puerto Rico	ODC	6			3			B-17E	9							(7)	2*	7*
31	11th Gp.	Hawaii	H.D.	16		1				B-17E	17		8	3				(6)	2*	7*
32	24th Gp.	Hawaii	H.D.	16						B-17E	16		9	2						7*

9	88th Gp.	Barkdale	AAF		7					1	2	B-24D	7		(28)	2*	2*	7*	7*	7*	7*	7*		
10	801st Gp.	Geiger	AAF	6								B-17E	6		15	(14)	2*	2*	7*	7*	7*	7*		
11	303rd Gp.	Gowen	AAF	7							2	B-17E	7		15	(13)	2*	2*	7*	7*	7*	7*		
12	924th Gp.	Barkdale	AAF									B-17E	-		(35)	2*	2*	7*	7*	7*	7*			
13	924th Gp.	Barkdale	AAF									B-24D	-		6	(29)	2*	2*	7*	7*	7*	7*		
14	6th Gp.	Banana	GDC	8	9	9	1			10	1	B-24D	26	2	7	(8)	2*	2*	2*	2*	2*	2*		
15	305th Gp.	Gowen	AAF							2		B-17E	-		11	(24)	2*	2*	7*	7*	7*	7*		
16	305th Gp.	Gowen	AAF							3		B-17E	-		8	16	(9)	2*	2*	7*	7*	7*		
17	91st Gp.	Baton Rouge	AAF									B-24D	-		17	(18)	2*	2*	7*	7*	7*	7*		
18	30th Gp.	Key Field	AAF									B-24D	-		(35)	2*	2*	7*	7*	7*	7*	7*		
19	307th Gp.	Salt Lake City	AAF									B-24D	-			(29)	2*	2*	7*	7*	7*	7*		
20	308th Gp.	Salt Lake City	AAF									B-24D	-				(11)	2*	2*	7*	7*	7*		
21	99th Gp.	Orlando	AAF									B-24D	-				(35)	2*	2*	7*	7*	7*		
22	100th Gp.	Orlando	AAF									B-24D	-				(35)	2*	2*	7*	7*	7*		
23	306th Gp.	Geiger, Spokane	AAF									B-24D	-											
24	304th Gp.	Pendleton	AAF									B-24D	-											
25	94th Gp.	Jackson	AAF									B-24D	-											
26	95th Gp.	Jackson	AAF									B-24D	-											
27	96th Gp.	Jackson	AAF									B-24D	-											
28	97th Gp.	Jackson	AAF									B-24D	-											
29	98th Gp.	Jackson	AAF									B-24D	-											
30	99th Gp.	Jackson	AAF									B-24D	-											
31	99th Gp.	Trinidad	GDC	6			3					B-17E	9											
32	99th Gp.	Puerto Rico	GDC	6			3					B-17E	9											
33	11th Gp.	Hawaii	H.D.	16		1						B-17E	17	2	3									
34	24th Gp.	Hawaii	H.D.	16								B-17E	16	9	2									
35	30th Gp.	Marsh	H.D.C.		7	1					1	B-24D	8											
36	2nd Gp.	Langley	H.D.C.	2				9		6		B-17E	2											
37	34th Gp.	Alaska	Alaska				3					B-24D	3											
				175	36	23	1	24					TOTALS	261	30	199	148	162	161	148	199	224	300	166

KEY:

() Unit Complete

* Attrition

Available For Allocation:

B-17E/Y	50	91	100	100	93	68	78	98	174	200
B-24G/D/E		48	52	62	66	80	121	126	139	155
TOTALS	50	139	148	162	161	148	199	224	313	355

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DATE 10/11/2007
BY 60322/UCB

C O P Y

April 2, 1942.

MEMORANDUM FOR GENERAL HARMON:

Subject: Allocation of Planes for Overseas Operations.

1. The following outlines the allocation policy as approved by the Chief of Staff this date:

Allocation of Planes for Overseas Operations Except the Major Effort

	<u>On Hand</u>	<u>Authorized</u>	<u>Enroute</u>	<u>Balance</u>
<u>AUSTRALIA</u>				
Heavy Bombers	41	80 operational 40 reserve	5	5 Ready to go now from West Coast. 1 per day for next 10 days. 2 per day until 80 is reached.
Medium Bombers B-25	12 (first 18 to arrive go to the Dutch)	45 ⁴³ 33 W of France 1 Incls. wrecks	11	19 OKMFM Orders out 22 as soon as pilots can be furnished by Consolidated Company.
B-26	12	114 operational 57 reserve	67	35 Additional as soon as planes and crews are available.
Light Bombers	47	57 operational 30 reserve	14	As fast as planes and pilots are available.
Pursuit	354 (some of these 160 have been allocated to the R.A.A.F.)	320 operational 160 reserve	120 American, and 18 P-40's of Dutch order	No more for the Present.

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24-X
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	<u>On Hand</u>	<u>Authorized</u>	<u>Enroute</u>	<u>Balance</u>
<u>INDIA</u>				
Heavy Bombers	5	50	5	24 To leave the U.S. sometime after April 20 with Halpro. No additional contemplated due to character of Group being changed from Heavy to Composite.
Medium Bombers B-25	5	18 operational 12 reserve		10 to leave the U.S. between April 5 and April 15. 15 During May 9-June 9.
Pursuit	10	80 operational		After the A.V.G. has received its full operational quota, Brereton to take over the next 80 destined for the A.V.G. for the Indian Pursuit Group. These 80 will be made up by shipments from the U.S. at the earliest practicable moment.
<u>AVG</u>				
Pursuit		80 operational 80 reserve		The 80 planes to be withdrawn for use in India to be replaced from the U.S. as soon as possible.

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	<u>On Hand</u>	<u>Authorized</u>	<u>Enroute</u>	<u>Balance</u>
P-40	10		51	Have 100% reserve
P-43			87	Will start replacements about May 1.
P-66			34	
			<u>172</u>	

2. With the above as a guide, prepare a large chart showing by dates the number of airplanes, by model, to go each date to the various destinations. Submit the chart to me for approval. After the chart has been approved, then when actual movement is not carried out, inform the undersigned why it was not.

3. Notify all concerned of the above program so that there will be no hitches in carrying it out.

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

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Air AB 452-1 England (128)

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ALLOCATION OF AIRPLANES 1942

TRANSPORT

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Corrected to March 14, 1942

ORGANIZATION	PRESENT LOCATION	ASSIGNMENT	AIRPLANES ASSIGNED					EN ROUTE		TYPE	TOTAL ASSIGNED MAR. 14	MAR 15-31	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	
			C-53	C-47	C-39	C-49	OTHER TYPE	C-47	C-39													
Army Command		ACFC		20		11	1			C-47	32		14	9	8							
"		ACFC	22							C-53	22		5	5	4							
"		ACFC								C-54	-		1	1	2	1						
	Australia		5					2	3		10											
	India-China				5				6		11											
20th Sq.	Panama	CGC			1	7				C-47	8		(4)									
"	"	"								C-54	-		(1)									
19th Sq.	Hawaii	H.D.	5				2			C-47	7		(5)									
"	"	"								C-54	-			(1)								
1	10th Op.	Patterson	ASC	13		2	6			C-53	21	2	12	(2)								
"	"	"	"							C-54	-		1		(1)							
2	62nd Op.	McClellan	ASC			3	4			C-47	7		13	(6)								
"	"	"	"	2						C-53	2		3		4	(4)						
3	63rd Op.	Brookley	ASC			3	5			C-47	8		(31)									
4	60th Op.	Westover	AAF (ASC)				8			C-47	8			(31)								
5	89th Op.	Daniel	AAF (ASC)							C-47	-			17	(41)							
6	61st Op.	Daniel	AAF (ASC)				3			C-47	3				30	(6)						
7	64th Op.	Hamilton	4th AF (ASC) 2			1	1	5		C-47	9					(30)						
8	313th Op.	Daniel	ASC							C-46	-			1	2	5	(6)					
9	314th Op.	Drew	ASC							C-47	-					3	(36)					
10	315th Op.	Olsted	ASC		2					C-47	2						31	(6)				
11	316th Op.	Patterson	ASC							C-47	-							(39)				
12	317th Op.	Duncan	ASC		3					C-46-47-53	3						8	(28)				
	Hdq Sq; Stf Sq; H.A., etc.			6		5	56				69										0	
	A. B. Op/				8		19				27											
	Under Repair, Test, etc.		8		1	5	92				112											
	Cedar Project									C-47	-	1										
	Gara Project									C-47	-	6	6									
	Glider School									C-47	-					26						
	Parashute School									C-47	-	3										
			67	31	24	29	210		2	3	TOTALS	362	12	56	64	64	79	74	80	73	-	-
											AVAILABLE FOR ALLOCATION:	C-54		1	3	3	2				5	6
											C-46			1	2	5	8	10	20	25		
											C-47	10	37	51	56	71	65	67	63	76	71	
											C-53	2	17	10	4	4	4	5	8	25	25	
												12	56	64	64	79	74	80	81	126	107	
	Key:																					
	() Unit Complete in Type Indicated.																					

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Res. 2-25-74
Date 10/10/74
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AIRCRAFT ALLOCATIONS TO UNITED KINGDOM
(JUNE 1943)

by

ARNOLD-McCAIN-COURTNEY-R.E. PORTAL COMMITTEE

MEMORANDUM OF AGREEMENT BETWEEN GENERAL ARNOLD, AIR CHIEF MARSHAL
COURTNEY, REAR ADMIRAL McCAIN, AND REAR ADMIRAL PORTAL

NOTE: This Agreement consists of two parts:

Part A; establishes the adjustments in 1943 allocations which have resulted from a June 1943 review of 1943 production prospects.

Part B; establishes Royal Air Force and Royal Navy allocations of the United States built (or financed) aircraft for the first six months of 1944.

PART A: Adjustment of 1943 Aircraft Allocations to the United Kingdom.

1. Under the principles and procedures outlined in the original Arnold-Will-McCain-Patterson Agreement dated December 15, 1942 (JOB 178) the following modifications of schedules of 1943 allocations are accepted:

Section I, Schedule "A": Royal Air Force Allocations from U. S. Army
Production.

B-24

- a. A quantity of 398 was originally scheduled for the Royal Air Force out of an acceptance expectancy of 5145 B-24's (6,431 x .8). If actual acceptances during 1943 exceed 5145 B-24's the overage will be applied toward meeting the Royal Air Force bid for an additional 130 B-24's from 1943 acceptances. The Munitions Assignments Board (Washington) will review production each month and determine the extent to which additional allocations to the Royal Air Force may be made.

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B-25

- a. Notice is taken of an exchange previously agreed upon whereby 81 A-20 airplanes allocated to the United Kingdom in 1943 are released to the U. S. Army Air Forces in exchange for 81 B-25's.

B-26

- a. This item was not included in the original Agreement. The U. S. Army Air Forces agrees to allocate to the United Kingdom for the Royal Air Force 100 medium bombers on the following schedule:

J	A	S	O	N	D	6 mos. TOTAL
10	20	20	20	20	10	100

B-34

- a. The United States Army Air Forces agrees to provide from stocks on hand sixty used B-34 (not PV-1 model) for use by the Royal Air Force.
- b. These B-34's will be subject to overhaul under a reconditioning agreement similar to that applied in 1942 to the used B-24's which were allotted to the United Kingdom.
- c. These aircraft will be supported with the standard range of spare parts to the extent that such parts are available.

340 - Bermuda

- a. The Royal Air Force agrees to release to the United States Army Air Forces 150 Brewster Bermuda's from acceptances due, under the original Agreement, on United Kingdom account.
- b. It is anticipated the deliveries to the United States Army Air Forces may be accomplished as follows:

J	A	S	O	N	D	TOTAL
20	20	20	30	30	30	150

Note: This item is being dropped from Schedule "A" to Schedule "C" as being under Navy cognizance.

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A-35

- a. In order to facilitate the meeting of commitments to Australia the Royal Air Force agrees to release 100 A-35 airplanes from acceptances due on United Kingdom account under the terms of the original Agreement.
- b. The adjustment will be made by delivering to Australia the last 100 A-35's originally allocated to United Kingdom account for 1943 delivery. Due to production delays it is anticipated that delivery to Australia will be accomplished in the first three months of 1944.

C-47

- a. The 1943 allocation of C-47 (Douglas) transports stood at 600 in the original Agreement. By informal action the figure was later adjusted to 500 C-47.
- b. The 1943 allocation of 500 C-47 to the Royal Air Force is affirmed with the understanding that deliveries to the Royal Air Force will be geared to production so that the allocation will be satisfied by the time that 2653 C-47's have been accepted (with the count starting on January 1, 1943). (8-L acceptance estimate - $3316 \times .8 = 2653$).

C-45

- a. This item was not included in the original Agreement.
- b. The United States Army Air Forces agrees to share with the Royal Air Force on a fifty-fifty basis the acceptances of C-45 (Beech) utility transports, after allowance has been made for Munitions Assignments Board commitments until the Royal Air Force has received a total of 50 C-45 airplanes.
- c. It is anticipated that deliveries on the Royal Air Force account may be accomplished as follows:

	<u>Oct</u>	<u>1943</u> <u>Nov</u>	<u>Dec</u>	<u>Total</u>
UC-45	10	20	20	50

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NOTE: There is attached hereto a tabulation which reflects the commitments of Schedule "A" as they have been modified by the above amendments.

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SCHEDULE "A" - 1943

1943 Allocation of U. S. Built Aircraft to the Royal Air Force

The Allocations of combat and transport type aircraft to the Royal Air Force from sources of production under United States Army Air Forces cognizance as amended during the June 1943 review of agreement stand as follows for the last seven months of 1943.

TYPE	January-May Commitment			Deliveries		Revised 1943 Allocations							
	1942 Bal. Due	Jan-May Alloc	Total Commit.	Jan-May Total	Bal. Due 6/1/43	J	J	A	S	O	M	R	TOTAL
B-24	-	135	135	125	10	45	45	45	45	30	30	25	398
B-24						(contingent upon production)							130
B-25	-	57	57	57	-	30	30	30	35	35	35	31	283 *
B-26	-	-	-	-	-	-	10	20	20	20	20	10	100
B-34 PV-1	-	-	-	-	-	-	20	20	20	-	-	-	60 **
		(See Schedule "C")											
A-20	-	19	19	19	-	-	-	-	-	-	-	-	19
A-29	-	83	83	54	29	-	-	-	-	-	-	-	83
A-30	49	300	349	338	11	60	60	60	60	60	60	60	769
A-31,35	29	287	316	172	144	60	80	80	80	100	7	-	723
340		(See Schedule "C")											
P-40	-	250	250	250	-	50	50	50	50	50	50	50	600
P-51	2	150	152	50	102	50	50	50	60	65	85	90	602
TOTAL COMBAT			1361	1065	296	295	345	355	370	360	287	264	3637
C-47	-	130	130	130	-	40	40	40	50	60	70	70	500
C-45	-	-	-	-	-	-	-	-	-	10	20	20	50
TOTAL TRANSPORT			130	130	-	40	40	40	50	70	90	90	550
TOTAL TACTICAL			1491	1195	296	335	385	395	420	430	377	354	4187

* Includes 2 assigned by the Munitions Assignments Board for trials.
 ** From Army Air Forces stocks.

SCHEDULE "A" - 1943

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Section II: 1943 Aircraft Allocations to United States Army Air Forces.

Mosquito

- a. The Royal Air Force agrees to provide to the United States Army Air Forces 120 Mosquito Bombers (or Fighters).
- b. The United States Army Air Forces expresses a preference for the unarmed bomber model of the Mosquito, but will accept delivery of the night fighter or intruder models if necessary.
- c. The total of 120 Mosquitoes includes those which have been placed or may in future be placed at the disposal of the United States Army Air Forces by the Mediterranean Air Command.
- d. Deliveries will be made as nearly as practical on the following schedule:

1943									
<u>Apr</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug</u>	<u>Sept</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Total</u>
5	-	-	-	-	25	30	30	30	120

Spitfire

- a. Schedule "B" is confirmed. The United Kingdom will continue to provide the United States Army Air Forces with Spitfires through 1943 at the rate of 50 per month in exchange for 600 of the P-39 airplanes being allocated to the U.S.S.R. on United Kingdom account during 1943 under Schedule "B".

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Section III, Schedule "C": Royal Air Force Allocations from U. S. Navy
Production.

VI

a. A quantity of 276 B-34's (PV's) was originally allocated to the Royal Air Force out of an acceptance expectancy of 998 (1248 x .8). If actual acceptances during 1943 exceed 998 PV's, the Royal Air Force allocation will be increased by 276/998ths of the excess against the Royal Air Force bid for an additional 140 PV's in 1943.

FRGY - FFM - FBV - FB2B - FBV

a. A quantity of 437 of the above listed types (less FBV) was originally scheduled out of an acceptance expectancy of 2,172 planes. The present estimate of acceptances in these models is 1,518, or approximately .7 of 2,172. The proportionate total allocation to the Royal Air Force should, therefore, be 306 planes. It is agreed that the allocation of these types to the Royal Air Force shall be revised as follows:

<u>FRGY</u>	<u>FFM</u>	<u>FBV</u>	<u>FB2B</u>	<u>FBV</u>	<u>FFM</u>	<u>TOTAL</u>
35	58	60	136	39	-	328

b. It is further agreed that if 1943 acceptances of the above listed types exceeds 1,518, the excess shall be reviewed as soon as it can be computed with reasonable accuracy, to determine appropriate increase of allocations. The general basis for determining the total increase of the Royal Air Force allocation listed above shall be the percentage of acceptances in excess of 1,518 in 1943, considering the United Kingdom's share of the 1,518 as 306 planes. Increases by types, within this total, shall be adjusted as may be practicable in consideration of the requirements of the U. S. Navy and the Royal Air Force.

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g. If 1943 acceptances of the above listed types fall short of 1,518, the shortage shall be borne proportionately by all claimants in accordance with the principles of the block allocation system.

340

- a. The total quantity of 750 Brewster 340's on contract will be allocated to the Royal Air Force subject to paragraphs c and d below.
- b. Any undelivered balance as of December 1943 will be allocated to the Royal Air Force in the 1944 allocations.
- c. Paragraphs a and b shall not prejudice in any way the rights of the British Air Commission under their contracts with the Brewster Aeronautical Corporation or the existing negotiations between the British Air Commission and the Bureau of Aeronautics for the disposal of Brewster 340's to Allied Nations.
- d. Every attempt shall be made to accelerate the production of other types of aircraft by Brewster Aeronautical Corporation in order that the total number of 340's to be made may be reduced to the minimum necessary to maintain an efficient production line.

NOTE: There is attached hereto a tabulation which reflects the commitments of Schedule "C" as they have been modified by the above amendments.

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SCHEDULE "C" - 1943

1943 Allocation of U. S. Built Aircraft to the Royal Air Force

The allocations of combat type aircraft to the Royal Air Force from sources of production under United States Navy cognizance, as amended during the June 1943 review of the agreement, stand as follows, for the last seven months of 1943:

Type	Revised 1943 Allocations		Deliveries		Revised 1943 Allocations												TOTAL
	1942 Bal. Due	Total Commitment	Jan-May Total	Bal. Due 6/1/43	J	J	A	S	O	N	D						
PV	-	276	25	251	36	42	32	30	45	35	31						276
340	626	626	142	452	50	58	62	72	72	72	66						594 *
PB2Y	-	35	2	33	2	9	18	4	-	-	-						35
PBM	-	58	6	52	6	6	8	8	8	8	8						58
PBY	24	84	43	41	15	18	8	-	-	-	-						84
PB2B	-	136	-	136	20	23	18	18	19	19	19						136
PBV	-	32	-	32	-	-	-	13	13	9	4						32
TOTAL	650	1254	218	1004	129	156	146	145	157	143	128						1222

* Balance due in 1944: 32 planes.

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Section IV, Schedule "D": Royal Navy Allocations from U. S. Navy Production.

1. In lieu of the allocations set forth in Schedule "D" of the original Arnold-Brill-McCain-Patterson Agreement dated December 15, 1942, the following schedules are accepted:

Type	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
TBF	-	30	10	25	25	35	45	40	48	52	56	29	395
*TBM	-	-	-	-	-	-	30	30	30	30	40	40	200
SBW	-	-	-	-	-	-	1	2	5	12	10	20	50
FWU	-	-	-	-	20	25	30	30	36	50	50	44	325
F5A	-	-	-	-	-	-	-	-	-	-	-	-	-
F6F	-	-	10	10	22	28	30	20	20	20	20	20	200
FM	-	8	8	17	17	22	40	40	55	68	70	-	345
SD3C	37	49	53	37	51	25	-	-	-	-	-	-	250
SOR	-	-	-	-	-	-	-	-	-	-	-	-	-
JRF	3	3	6	1	-	-	-	-	-	-	-	-	13
TOTAL	40	90	87	90	135	133	196	182	194	232	246	153	1,778

* Additional allocation. Based upon an acceptance expectancy of 1,254 airplanes in 1943. If acceptances exceed this total in 1943, additional TBM's up to a total of 25 will be allocated to the Fleet Air Arm in proportion to the increase. This matter will be adjusted in November 1943.

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SCHEDULE "D" - 1943

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MEMORANDUM OF AGREEMENT BETWEEN GENERAL ARNOLD, AIR CHIEF MARSHAL
COMINCH, AND AIR CHIEF MARSHAL MCCAIN, AND REAR ADMIRAL FORTAL

(JUNE 1943)

ARTICLE I

AIRCRAFT ALLOCATIONS FOR FIRST HALF - 1944

1. This Agreement is made for the purpose of establishing the supply of aircraft from the United States to Great Britain in the first half of 1944, in accordance with principles envisaged in OCS 61/L.
2. Aircraft Allocations. From the airplane production program of the United States for 1944, the United States undertakes to provide to the United Kingdom the aircraft set forth in the Schedules A, C, D, and E annexed to this Agreement. The United Kingdom will provide to the United States Army Air Forces aircraft in accordance with Schedule B.
3. Training and Reserves. It is the intention of all assignees that the maximum number of suitable airplanes be employed in actual combat with the enemy, or as operating complements of aircraft carriers, American or British, and that the minimum number be used in reserve or in schools, or be held on the ground without combat crews, so far as is consistent with the requirements of efficient training and maintenance.
4. Trainers and Communication Aircraft. Allocations of trainers and communication aircraft are excluded from this Agreement and will be dealt with separately by the usual procedure of the Munitions Assignments Board.
5. Aircraft Produced in 1943.
 - a. Aircraft which have been produced in 1943, and have previously been assigned by the Central Munitions Assignments Board, but which have not been actually delivered prior to January 1, 1944, will be delivered as early as possible in 1944, and are in addition to the allocations set forth in the Schedules annexed.

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b. Commitments made for 1943 deliveries under the Arnold-Evill-McCain-Patterson Agreement dated December 15, 1942, and as revised in this Agreement, including delivery of Mosquitoes and Spitfires to the United States Army Air Forces, which cannot be met in 1943 because of insufficient production shall be considered cancelled as of December 31, 1943.

6. The representatives of the Services concerned in this Agreement will meet in November 1943 in order to make such revision of the scheduling of allocations made under this Agreement as may seem appropriate at that time, and to schedule aircraft allocations for the last half of 1944.

7. Allocations to the RCAF, the RAAF, and the RNEAF.

a. In order to satisfy strategic requirements in accordance with the principles and procedure established in CCS 61/1, the United States undertakes to assist in the equipping and maintaining of the Royal Canadian Air Force and will continue to augment and support by aircraft allocations the Air Forces of the British Dominions which fall within the United States sphere of responsibility.

8. Spare Parts and Components. Aircraft and allied equipment supplied to the British under this Agreement will, in proportion to their numbers, be accompanied and maintained by a full range of spare parts, including spare engines, spare propellers, and other spare units, according to the scales approved by the Joint Aircraft Committee.

9. This Agreement shall not disturb the existing arrangements for export to the United Kingdom and other parts of the British Empire of engines, propellers, and other component parts for aircraft of British types duly authorized by the Joint Aircraft Committee and required to balance the aircraft program in these countries.

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BRITISH COMBAT

10. The commitments made for 1944 allocation of aircraft in this Agreement (Part B) are accepted on the basis of 1944 production:

a. in respect of United States aircraft, as forecast in Joint Aircraft Committee Working Schedule W-4, dated June 9th, 1943.

b. in respect of British aircraft as forecast in the "Aircraft Production Program" dated April - 1943,

with the understanding that acceleration or delay in production will be shared proportionately by all Services which share in the allocation of the item to the extent of the total allocation as provided in this Agreement. It is further agreed that the burden of meeting changed commitments which are later necessitated by strategic considerations, approved by the Combined Chiefs of Staff and activated by the Combined Munitions Assignments Board, will be shared by all Services which share in the allocation of the item.

H. H. Arnold
H. H. ARNOLD,
General, U. S. Army.

J. S. McCain
J. S. MCCAIN,
Rear Admiral, U. S. Navy.

C. L. Courtney
C. L. COURTNEY,
Air Chief Marshal, R.A.F.

R. E. Forstal
R. E. FORSTAL,
Rear Admiral, Royal Navy.

Dated July 9, 1943.

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SCHEDULE "A" - 1944
 (January 1 - June 30)

1. From sources of production under cognizance of the United States Army Air Forces, the following aircraft will be allocated to the Royal Air Force during 1944 subject to the following provision:

a. Allocations will be made on a block system which insures regular periodic deliveries of aircraft. Deceleration or acceleration in production, in each type allocated, will be shared proportionately insofar as practicable until the scheduled allocations have been completed:

TYPE	1944						6 mos Total
	Jan	Feb	Mar	Apr	May	June	
B-17	2	3	2	3	2	3	15
B-24	70	70	70	70	70	70	420
B-25	5	5	5	5	5	5	30 (Dutch)
B-25	30	30	30	30	40	40	200
B-26	28	28	28	28	28	26	166
A-20	22	22	22	22	22	20	130
A-30	75	90	90	90	90	90	525
P-51	150	150	150	150	150	150	900
P-47	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>120</u>
TOTAL COMBAT	402	418	417	418	427	424	2506
C-47	80	80	80	80	90	90	500
C-60	10	10	10	10	10	15	65
UC-45	<u>20</u>	<u>20</u>	<u>20</u>	<u>30</u>	<u>30</u>	<u>30</u>	<u>150</u>
TOTAL TRANSPORT	110	110	110	120	130	135	715
TOTAL TACTICAL	512	528	527	538	557	559	3221

2. In addition to the above allocations the United States will allocate to U.S.S.R. for the purpose of partially meeting the United Kingdom Protocol commitment to U.S.S.R. fighter aircraft on the following schedule:

	Jan	Feb	Mar	Apr	May	June	6 mos Total
P-39, 63	150	150	150	150	150	150	900
GRAND TOTAL	662	678	677	688	707	709	4121

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SCHEDULE "B" - 1944

(January 1-June 30)

1. The following aircraft will be allocated by the United Kingdom to the the United States Army Air Forces during 1944 subject to the following provisions:

a. Allocations will be made on a block system which insures regular periodic deliveries of aircraft. Deceleration or acceleration in production, in each type allocated, will be shared proportionately insofar as practicable until the scheduled allocations have been completed:

Type	1944						6 mos Total
	Jan	Feb	Mar	Apr	May	June	
Spitfire	50	50	50	50	50	50	300
Mosquito	15	15	15	15	15	15	90
TOTAL	65	65	65	65	65	65	390

2. The United States Army Air Forces expresses a preference for the unarmed bomber model of the Mosquito, but will accept delivery of the night fighter or intruder models if necessary.

3. The allocation of Mosquito airplanes shown above does not meet the requirements of the United States Army Air Forces. In view of the urgent need of the United States Army Air Forces for Mosquito airplanes it is agreed:

a. That production prospects will be immediately reviewed with the view to increasing Mosquito production.

b. That the allocation will be reviewed in November with the view to increasing the allocation to the United States Army Air Forces.

SCHEDULE "B" - 1944

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SCHEDULE "C" - 1944
(January 1 - June 30)

1. From sources of production under cognizance of the United States Navy the following aircraft will be allocated to the Royal Air Force during the first half of 1944 subject to the following provision;

a. Allocations will be made on a block system which insures regular periodic deliveries of aircraft. Deceleration or acceleration in production, in each type allocated, will be shared proportionately insofar as practicable until the scheduled allocations have been completed:

Type	1944						Total
	Jan	Feb	Mar	Apr	May	Jun	
PV	14	14	14	14	14	14	84 (See Note 1)
VFB Type							100 (See Note 2)
340	32						32

2. The allocations of Flying Boats and P.V. shown above do not meet even the attrition requirements of the Royal Air Force in these types. In view of the urgent need of the Royal Air Force for larger allocations it is agreed:-

- a. That production prospects will be immediately reviewed with the aim of increasing Flying Boat and P.V. production; and
- b. That the allocations will be reviewed in November 1943 with the view to increasing the allocations to the Royal Air Force.

NOTE 1: The monthly allocations of P.V. shown in this Schedule will be increased by 5% of the excess over 276 of the allocation of P.V. to the Royal Air Force made during 1943 under Section III of Part A.

NOTE 2: Model breakdown and monthly allocations to be determined at a later date by the United States Navy and the Royal Air Force Delegation.

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SCHEDULE "C" - 1944

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SCHEDULE "D" - 1944
(January 1 - June 30)

1. From sources of production under cognizance of the United States Navy, the following aircraft will be allocated to the Royal Navy during 1944 subject to the following provision:

a. Allocations will be made on a block system which insures regular periodic deliveries of aircraft. Deceleration or acceleration in production, in each type allocated, will be shared proportionately insofar as practicable until the scheduled allocations have been completed:

Type	1944						Total
	Jan	Feb	Mar	Apr	May	June	
FM	60	60	60	60	60	60	360
F3A	60	60	60	60	60	60	360
F6F	40	40	40	40	40	40	240
TBM	45	45	45	45	45	45	270
SBW	30	30	30	30	30	30	180
TOTAL	235	235	235	235	235	235	1410

2. The Royal Navy has indicated its requirement for the last six (6) months of 1944 as follows:

FM	40 per month
F3A	40 per month
F6F	25 per month
TBM	35 per month
SBW	30 per month

The foregoing bid has been noted by the U. S. Navy for production planning purposes.

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SCHEDULE "D" - 1944

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SCHEDULE "E" - 1944

Rotary Wing Aircraft

1. From sources of production under cognizance of the United States Army Air Forces the following rotary wing aircraft will be allocated to the Services indicated below subject to the following provision:

a. Allocations will be made on a block system which insures that delays in production are shared proportionately by all Services which share in the allocation of the item.

2. For the purpose of reference the following descriptive data of the various types is provided:

- a. YR-4: 129 on order. This is a two place training model.
- b. R-6: 800 on order. This is a two place observation and training model.
- c. R-5: 250 on order. This model is designed to carry a 325 lb. depth charge.

3. Tentative Allocations:

YR-4 TRAINER

	1943						1944					12 Mos. Total	
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May		June
U.S.A.A.F.	2	1	2	2	3	7	8	10	10	-	-	-	45
U.S.N.	1	1	1	1	-	3	4	5	5	5	-	-	26
R.N.	1	1	1	2	3	7	8	10	10	10	5	-	58
PRODUCTION TARGET	4	3	4	5	6	17	20	25	25	15	5	-	129

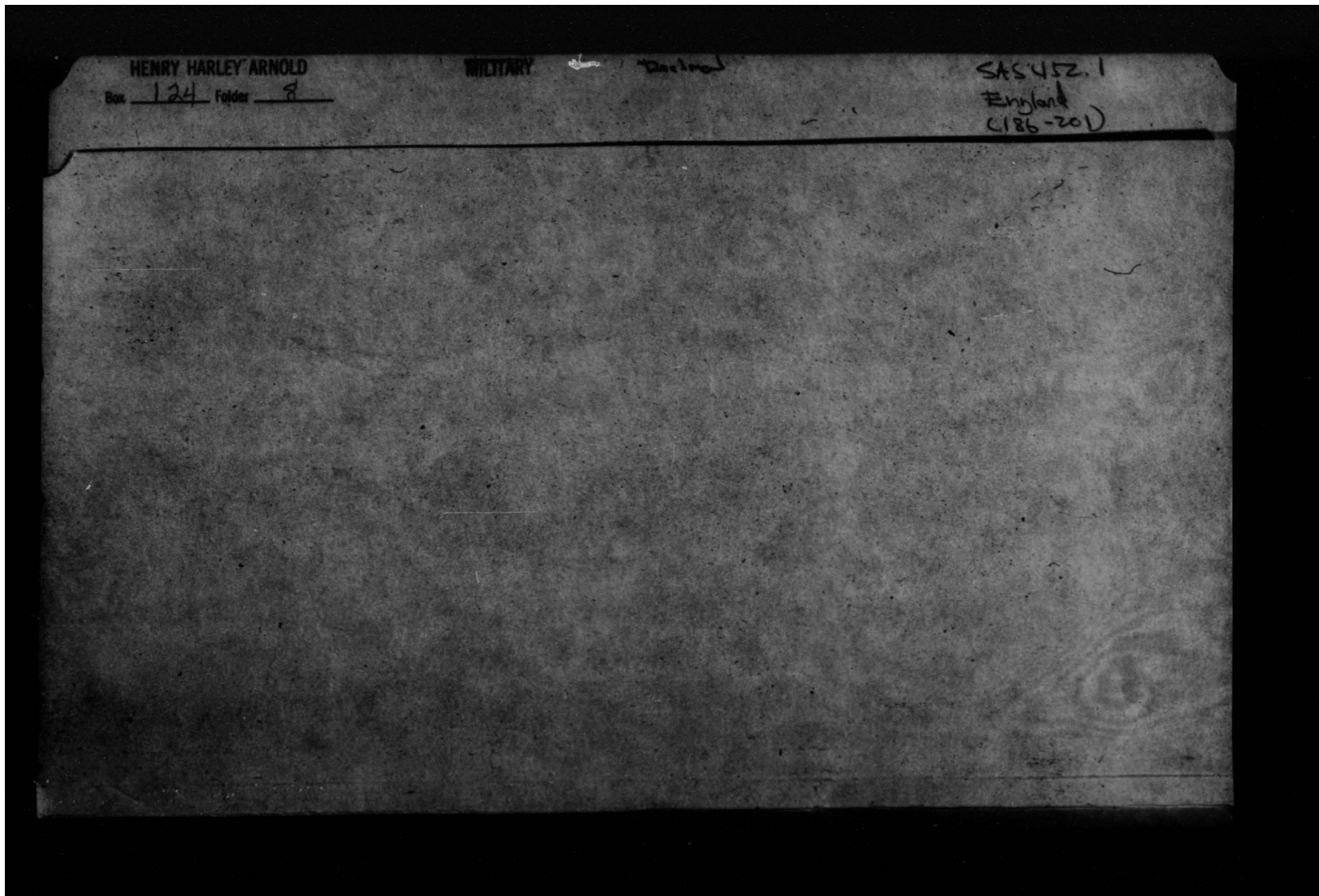
R-6 LIAISON MODEL

	1943						1944					12 Mos. Total	
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May		June
U.S.A.A.F.							1	5	25	55	90		176
U.S.N.								5	5	5	5		20
R.N.							1	3	3	3	3		21
PRODUCTION TARGET							2	15	35	65	100		217

R-5 TACTICAL MODEL

	1943						1944					12 Mos. Total	
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May		June
U.S.A.A.F.									2	3	5	10	20
U.S.N.									1	2	5	5	13
R.N.									2	10	20	35	67
PRODUCTION TARGET									5	15	30	50	100

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8 Jan 20 1975

By ~~Handwritten~~ 101, Date 10/2/75

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REF ID: A66541

June 17, 1942

Air Vice Marshal L. C. Slesser
Assistant Chief of Air Staff, RAF
Combined Chiefs of Staff Building
Washington, D. C.

My dear Slesser:

Regarding the important problems brought out in your letter of June 12th I feel quite sure you will agree that any effort to plan requirements for the strategic disposition of American Army Air Forces, based solely on academic resources, would have little value in solving the realistic problem that confronts us. To give soundness to any proposed deployment of America's air forces, it is necessary that strategic disposition be based on reasonable capabilities. This is particularly true when we are dealing in deficits. It is, therefore, a primary requirement that any plan be based on actual resources which can be employed to effect it. This, in turn, necessitates agreement on American production allocations. I base these conclusions on an understanding that we can effect only to a minor degree the production capabilities between now and April 1943. The scheme evolved must recognize this limiting factor on strength and disposition.

There is an urgent need for speed in planning dispositions and also in reaching an agreement with regard to allocations. To this end I have released to the special sub-committee of the Combined Staff Planners, the figures set up in WMAF/A. These figures, as you know, were the basis for our tentative agreement on allocation of American aircraft production which has already been agreed to in general by Air Marshal Portal. The Navy is represented on this sub-committee which should assure us against disagreement on dispositions for the Pacific Area.

I agree with you that in our efforts to build up a strong striking air force we have pared our requirements for air combat units in all necessary theaters to the barest minimum that our defense ob-

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HEADQUARTERS		ARMY AIR FORCES					COORDINATION				
Chief of Staff	Secy of Staff	A. A. G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics	
<i>[Handwritten initials]</i>											

AAF-39

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jectives would permit. I do not believe they have been pared beyond the danger point. We are never going to be able to decisively defeat the enemy from these secondary bases and should not permit hasty assignments to be made to them. This has been the guiding objective of all allocations to our secondary theaters.

I cannot stress too strongly the urgency for arriving at an agreement on this important matter of aircraft allocations. Until this has been accomplished, we shall necessarily be impeded in all our efforts to implement any joint strategic disposition of our air forces.

Sincerely yours,

H. H. Arnold

Lieut. General, U. S. A.

Commanding General, Army Air Forces.

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AAZ

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

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 AUTHORITY: E.O. 13526

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AFAPR
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June 17, 1942

Air Vice Marshal L. G. Slosser
 Assistant Chief of Air Staff, WAF
 Combined Chiefs of Staff Building
 Washington, D. C.

My dear Slosser:

With regard to your letter of June 12, I agree with you that there is an urgent need for speed in the planning of our respective forces and also in reaching an agreement with regard to the allocation of airplane production. However, I have immediately upon receipt of your letter referred to the special sub-committee of the Combined Staff Planners the figures set up in WMAF/S. These figures, as you know, were the basis for our tentative agreement on the allocation of American aircraft production and were generally agreed to by Air Marshal Portal. Inasmuch as the sub-committee has representation from the Navy, I feel that the committee's report will not indicate any disagreement on dispositions for the Pacific.

I agree with you that in our efforts to build up a strong striking force we have passed our requirements in all the secondary theaters to the barest minimum but I do not believe they have been passed beyond the danger point. I feel that we will never be able to decisively defeat the enemy from these secondary bases and, therefore, we should not permit luxury assignments to be made to them. This has been my guiding object in the allotments to all of our secondary theaters.

I would like to emphasize again the urgency for arriving at an agreement on the matter of aircraft production. Until this has been accomplished, we shall be impeded in all our efforts to implement any joint strategic deployment of our air forces.

Sincerely yours,

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

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

AAF-39

BRITISH JOINT STAFF MISS
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

COPY

AIR STAFF

~~SECRET~~

12th June, 1942.

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JCS Memo

8 Jan. 1975

By: *ab/c*; Date: *10/2/76*

Lieutenant General H. H. Arnold
Chief of U. S. Army Air Forces
War Department,
WASHINGTON, D. C.

"Plans - Talk over with
Hansell and O.P.D. G.S.
and prepare reply. H.H.A."

My dear General:

1. Strafford tells me that the Combined Joint Planners met on Tuesday to consider the paper J.P. (42)488 of which we told you in London. This paper originated as follows. When General Marshall was in London in April it was agreed that it was desirable that the American and British Planning Staffs should estimate the strategic requirements in theatres of their respective strategic responsibility as of April 1943 and April 1944 as a guide to the production authorities in both countries. A procedure for doing this, which had the general agreement of Colonel Hull, was evolved, and as a result the British planners produced J.P.488 which set out in two sets of Tables -

- A. The overall strategic requirements in sea, air and land forces in theatres of British and Joint strategic responsibility, and
- B. The contribution which the British could make to those strategic requirements - as far as the air was concerned, on the basis of the agreed allocations prior to our present negotiations.

2. At a meeting last week when J.P.488 was first discussed, our Planners asked yours to produce your corresponding Tables A including your estimate of the strategic requirements of Dominions in your spheres of strategic responsibility, which I understand they agreed to do. It was realized that our Table B would have to be revised as a result of our present negotiations, and equally that you are not at present in a position to produce your Table B. But our Planners felt, and I agree with them, that your Table A could and should be produced as showing what is the strategic requirement and Mr. Lyttleton I understand is also anxious to get that cleared up for 1943 as a necessary basis for his work. The ideal, of course, is to decide on strategic requirements first and then mould production to fit those requirements. That, however, is not practicable in an imperfect world. But, provided everyone concerned is agreed on the strategic requirements, we shall then be able to see how far they can be met, and can decide how and where they must be cut, or their full achievement postponed, to accord with the practical realities of production in given periods of time. This seems to me to put the strategic horse before the production cart.

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- 2 -

3. Strafford now tells me that Wedemeyer and Craig now feel that no useful progress can be made in assuming strategic requirements until our negotiations on allocations are complete. This suggests that they have not seen the strategic distribution of air forces set out in your programme which you handed to us in London (reproduced as U.N.A.F./8), which I imagined was the result of an examination by the U.S. planners. On comparing the allocations in that programme with the agreed figures in T.D.U.N. it seemed clear that you had covered those figures except for rather a serious deficiency in Light Bombers for Australia; you will remember I suggested we should accept a reduction in our Vengeance allocations in order to help you meet that deficiency.

4. But the question of Dominion requirements is not the only reason why, I suggest, we must be quite clear that everyone concerned is agreed on the strategic basis of allocations to your secondary theatres before we finally settle our agreement. You said you had cut these allocations to the bone, which had our full agreement as being in accordance with our principle of bringing to bear the utmost impact of combined air power on Germany. But is it clear that the figures on your U.N.A.F./8 are in fact the bone and not something less than the bone? Is it quite clear, for instance, that if we reach agreement on the basis of these figures the whole thing will not be upset by the Navy saying that we have not allowed enough for the Pacific Area? I am nervous on this score about the Australian figures, which appear very much less than MacArthur's demands.

5. I hope you will forgive my butting in to what, at this stage, is your business. But, as you told the Combined Chiefs of Staff, your estimates of the Dominion strategic requirements (which figure largely in your secondary theatres) will have to be referred to that body, and I suggest it may save time and possibly a lot of troublesome discussion and revision of our agreement if the figures in U.N.A.F./8 showing your proposed strategic allotment of air forces to theatres were released to your Joint Planners now as the basis for their discussion in the Combined Planning Staff.

6. Perhaps you would be able to find the time to discuss this point with me and Strafford.

Yours sincerely,
/s/ J.C. SLESSOR

P.S. Incidentally, the Navy have never produced their corresponding figures to yours, which Towers said he would do in London. This may have a definite bearing on the above point, as I understand the Navy and Marines have substantial air forces planned for your secondary theatres.

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BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

COPY

AIR STAFF

~~SECRET~~

12th June, 1942.

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For
By memo dgr 25
By *12/12/76* Date *12/12/76*
140

Lieutenant General H. H. Arnold
Chief of U. S. Army Air Forces
War Department,
WASHINGTON, D. C.

"Plans - Talk over with
Hansell and O.P.D. G.S.
and prepare reply. H.H.A."

My dear General:

1. Trafford tells me that the Combined Joint Planners met on Tuesday to consider the paper J.P. (42)438 of which we told you in London. This paper originated as follows: When General Marshall was in London in April it was agreed that it was desirable that the American and British Planning Staffs should estimate the strategic requirements in theatres of their respective strategic responsibility as of April 1943 and April 1944 as a guide to the production authorities in both countries. A procedure for doing this, which had the general agreement of Colonel Hull, was evolved, and as a result the British planners produced J.P.438 which set out in two sets of Tables -

- A. The overall strategic requirements in sea, air and land forces in theatres of British and Joint strategic responsibility, and
- B. The contribution which the British could make to those strategic requirements - as far as the air was concerned, on the basis of the agreed allocations prior to our present negotiations.

2. At a meeting last week when J.P.438 was first discussed, our Planners asked yours to produce your corresponding Tables A including your estimate of the strategic requirements of Dominions in your spheres of strategic responsibility, which I understand they agreed to do. It was realised that our Table B would have to be revised as a result of our present negotiations, and equally that you are not at present in a position to produce your Table B. But our Planners felt, and I agree with them, that your Table A could and should be produced as showing what is the strategic requirement and Mr. Lyttleton I understand is also anxious to get that cleared up for 1943 as a necessary basis for his work. The ideal, of course, is to decide on strategic requirements first and then mould production to fit those requirements. That, however, is not practicable in an imperfect world. But, provided everyone concerned is agreed on the strategic requirements, we shall then be able to see how far they can be met, and can decide how and where they must be cut, or their full achievement postponed, to accord with the practical realities of production in given periods of time. This seems to me to put the strategic horse before the production cart.

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4. But the question of Dominion requirements is not the only reason why, I suggest, we must be quite clear that everyone concerned is agreed on the strategic basis of allocations to your secondary theatres before we finally settle our agreement. You said you had cut these allocations to the bone, which had our full agreement as being in accordance with our principle of bringing to bear the utmost impact of combined air power on Germany. But is it clear that the figures on your U.N.A.F./8 are in fact the bone and not something less than the bone? Is it quite clear, for instance, that if we reach agreement on the basis of these figures the whole thing will not be upset by the Navy saying that we have not allowed enough for the Pacific Area? I am nervous on this score about the Australian figures, which appear very much less than MacArthur's demands.

5. I hope you will forgive my butting in to what, at this stage, is your business. But, as you told the Combined Chiefs of Staff, your estimates of the Dominion strategic requirements (which figure largely in your secondary theatres) will have to be referred to that body; and I suggest it may save time and possibly a lot of troublesome discussion and revision of our agreement if the figures in U.N.A.F./8 showing your proposed strategic allotment of air forces to theatres were released to your Joint Planners now as the basis for their discussion in the Combined Planning Staff.

6. Perhaps you would be able to find the time to discuss this point with me and Trafford.

Yours sincerely,
/s/ J.C. SLESSOR

P.S. Incidentally, the Navy have never produced their corresponding figures to yours, which Towers said he would do in London. This may have a definite bearing on the above point, as I understand the Navy and Marines have substantial air forces planned for your secondary theatres.

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DOD MRS
8 Jan. & 22 June 1974
By ALM IC: Date 10/27/90

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Wtn 6/3/42

AFAPF
OAA-dmn

1st Ind.

War Department, Headquarters Army Air Forces, Washington, D.C.,
June 4, 1942TO: Commanding General, Headquarters 8th Air Force,
Belling Field Station.

1. The above request is disapproved.

2. General Arnold has given verbal instructions that he desires
that these Belore units depart from the United States at Tables of Organi-
zation strength (80 planes).

Dispatched
JUN 5 1942
AAG

File 6/3/42

L. S. EYER,
Brigadier General, U. S. A.,
Senior Staff 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-WFD	A-Inspr.	Edgess	Statistics	

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HEADQUARTERS 8TH AIR FORCE
BOLLING FIELD ECHELON

DECLASSIFIED
DDO 115

8 Jan. 80 By JTCB-1274

At ADU-10, Date 10/21/0

Bolling Field, D.C.,
May 30, 1942.

MEMORANDUM:

TO : General Kuter.

1. In order to have reasonable assurance of arriving in the Bolero theater with two full strength groups of 80 airplanes each, it is requested that the 1st and 31st Pursuit Groups be authorized to depart from the concentration area with 85 P-38F's and 85 P-39D-1's respectively. 100 airplanes per group have been ordered to the concentration area.

For the Commanding General:

/s/ Asa N Duncan
ASA N. DUNCAN,
Brigadier General, U.S.A.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
ODD lots

8 Jan. & 20 June 1974

File No. *AFDAS* 1G, Date *1/27/74*

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

Tally No. AAF _____

SUBJECT: Bolero.

NO.	FROM	TO	DATE	COMMENTS	AFDAS LSK:cmo
1.	AFDAS	AFARP	1942 6/2	<p>Believe the attached recommendation from the 8th Air Force, dated May 30, 1942, should be approved provided no personnel is involved in addition to that assigned to the 8th Air Force.</p> <p>Unless you have reasons to the contrary, it is desired that such action be taken.</p> <p style="text-align: right;"><i>[Signature]</i> L.S.K. AFDAS</p>	
<p>1 Incl: Memo frm 8th AF, dtd 5/30/42, // Gen Duncan</p>					

(Do not use reverse side)

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

Page No. _____

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Incl 482.1 Eng 199

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DOO hrs.

Approved by: *ADOLPH* LC, Date: *10/10/74*

~~SECRET~~
DECLASSIFIED

SUBJECT: 8th Air Force.

1st Ind.

War Department, Army Air Forces, Headquarters, Air Service Command,
Washington, D. C., June 2, 1942 - To: The Chief of the Air Staff.

1. An Officer Specialist from the Equipment Branch, and an Engineer in the Equipment Branch at Wright Field, have been in Bangor in regard to voltage regulators. The B-4 type regulators are now being rebuilt at Middletown, and should be ready for installation in the next two days. An officer and seventeen experienced mechanics from Middletown Air Depot are likewise at Bangor supervising the technical changes being made.

For the Commanding General:

Hq. Army Air Forces

JUN 11 1942

AAG Received

Incl.

Memo. 5/30/42
s/E.P.Curtis

[Signature]
~~CLEMENTS~~
Colonel, Air Corps,
Chief, Overseas Division,
Air Service Command.

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*File
E.P.C.*

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aa 2/2945

aa 2/452.1 Aug (198)

DECLASSIFIED
GPO 198

6 Jan. 6 20 Dec 1974
By *AC/US* JAC, Date 10/12/76

SECRET

SUBJECT: 6th Air Force.

1st Ind.

War Department, Army Air Forces, Headquarters, Air Service Command,
Washington, D. C., June 2, 1942 - To: The Chief of the Air Staff.

1. An Officer Specialist from the Equipment Branch, and an Engineer in the Equipment Branch at Wright Field, have been in Bangor in regard to voltage regulators. The B-4 type regulators are now being rebuilt at Middletown, and should be ready for installation in the next two days. An officer and seventeen experienced mechanics from Middletown Air Depot are likewise at Bangor supervising the technical changes being made.

For the Commanding General:

Hq. Army Air Forces

JUN 11 1942

AAG Received

CLEMENTS HOWLLEN,
Colonel, Air Corps,
Chief, Overseas Division,
Air Service Command.

Incl.
Memo. 5/30/42
s/N.P.Curtis

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8 Jan. & 20 June 1974

by *AWJ/SC* Date *10/12/76*

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

May 30, 1942

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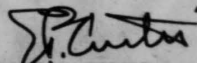
MEMORANDUM FOR THE COMMANDING GENERAL, AIR SERVICE COMMAND:

Subject: 8th Air Force.

There is quoted herewith an extract from a report from General Speats, Commanding General of the 8th Air Force, to General Harmon, dated May 25. This is forwarded for your information and necessary action.

"Sixty Lockheed mechanics are at Bangor to make four technical changes, including identification lights and increase oxygen. The voltage regulators have been giving trouble (serious) and experts from the Division must get there immediately to take this in hand. A competent technical inspector (Air Corps officer) of the Service Command should be sent to Bangor to supervise the work of the Lockheed mechanics."

For the Chief of the Air Staff:



E. P. CURTIS,
Lt. Col., Air Corps,
Secretary, Air Staff.

FOR DEFENSE



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1 Jul 80 June 1974
12/27/76

May 30, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, AIR SERVICE COMMAND:

Subject: 8th Air Force.

There is quoted herewith an extract from a report from General Spaatz, Commanding General of the 8th Air Force, to General Harmon, dated May 25. This is forwarded for your information and necessary action.

"Sixty Lockheed mechanics are at Bangor to make technical changes, including identification lights and engine covers. The voltage regulators have been giving trouble (scrub) and experts from the Division must get them immediately to take this in hand. A competent technical inspector (Air Corps officer) of the Service Command should be sent to Bangor to supervise the work of the Lockheed mechanics."

For the Chief of the Air Staff:

E. P. CURTIS,
Lt. Col., Air Corps,
Secretary, Air Staff.

Dispatched
MAY 31 1942

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HEADQUARTERS		ARMY AIR FORCES					COORDINATION				
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WFD	A-Inspr.	Budget	Sta-tistics	

AAF-39

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

8 Feb. & 22 June 1954
By *MALC* Date *10/27/70*

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File No. _____

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

Tally No. AAF _____

SUBJECT: Expendable Combat Extension Tanks for Task Force BOLERO

NO.	FROM	TO	DATE	COMMENTS	MSG:el
1	AFDMR	AFAMC	1942 4-30	<p>1. By letter dated April 29, 1942, Subject: Expendable Combat Extension Fuel Tanks and Ferrying Tanks, from this office to the Commanding General, Materiel Command, there was established a basis for the procurement and stockage of combat extension auxiliary fuel tanks, and for ferrying tanks for airplanes. The basis for procurement established is to provide for the overall picture. There will be some task forces in certain theaters which will require such tanks in excess of the basis set up for procurement, while in other theaters the requirements will be far less, or perhaps zero.</p> <p>2. The Commanding General of the task force BOLERO has indicated that his plans of operation will require a total of 34 expendable combat extension fuel tanks for each pursuit type airplane of his force (initial complement and replacement aircraft included) which is designed to take one combat extension fuel tank. For pursuit airplanes designed to take two tanks per airplane, the total quantity is 68 per airplane. The tanks for this force should be available for shipment as follows:</p> <p>a. Six per one-tank airplane (or twelve per two-tank airplane) at the time of initial movement.</p> <p>b. Replacements should be available for shipment at the rate of seven per one-tank airplane (or fourteen per two-tank airplane) per month thereafter, for four months.</p> <p>3. The above information is furnished so that necessary action can be initiated immediately for the procurement of tanks necessary to meet the requirements for the task force BOLERO. To meet this requirement, the overall procurement, ^{per} of combat extension tanks need not exceed the procurement rate established in the letter referred to in paragraph 1 above.</p> <p>4. Based on the specific requirement of the subject task force and the unit schedule for the initial movement to the theater of operations, the following quantities of tanks should</p>	

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G. S. S.

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND CONTROL SHEET

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

Tally No. AAF _____

SUBJECT: Expendable Combat Extension Tanks for Task Force BOLERO

NO.	FROM	TO	DATE	COMMENTS	MEG:el																																								
1	AFDMMR	AFAMC	4-30	<p>be available for shipment as indicated below:</p> <table border="1"> <thead> <tr> <th></th> <th>P-39</th> <th>P-38</th> <th>P-47</th> </tr> </thead> <tbody> <tr> <td>May 15</td> <td>600</td> <td>1200</td> <td></td> </tr> <tr> <td>June 15</td> <td>1900</td> <td>2600</td> <td></td> </tr> <tr> <td>July 15</td> <td>2100</td> <td>2800</td> <td></td> </tr> <tr> <td>Aug. 15</td> <td>2100</td> <td>2800</td> <td></td> </tr> <tr> <td>Sep. 15</td> <td>2100</td> <td>2800</td> <td>1200</td> </tr> <tr> <td>Oct. 15</td> <td>1400</td> <td>1400</td> <td>1400</td> </tr> <tr> <td>Nov. 15</td> <td></td> <td></td> <td>1400</td> </tr> <tr> <td>Dec. 15</td> <td></td> <td></td> <td>1400</td> </tr> <tr> <td>Jan. 15</td> <td></td> <td></td> <td>1400</td> </tr> </tbody> </table>		P-39	P-38	P-47	May 15	600	1200		June 15	1900	2600		July 15	2100	2800		Aug. 15	2100	2800		Sep. 15	2100	2800	1200	Oct. 15	1400	1400	1400	Nov. 15			1400	Dec. 15			1400	Jan. 15			1400	
	P-39	P-38	P-47																																										
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Jan. 15			1400																																										
2.	AFAMC	AFDMMR	1942 5/12	<p>75-gallon combat tanks for P-39 and P-38 airplanes. Please note that the requirements for the P-47 tanks are not included, as the engineering has not been completed:</p> <table border="1"> <thead> <tr> <th>DATE</th> <th>REQUIRED</th> <th>AVAILABLE</th> </tr> </thead> <tbody> <tr> <td>May 15, 1942</td> <td>1800</td> <td>600</td> </tr> <tr> <td>June 15, 1942</td> <td>4500</td> <td>2475</td> </tr> <tr> <td>July 15, 1942</td> <td>4900</td> <td>5260</td> </tr> <tr> <td>August 15, 1942</td> <td>4900</td> <td>6660</td> </tr> <tr> <td>September 15, 1942</td> <td>4900</td> <td>6810</td> </tr> <tr> <td>October 15, 1942</td> <td>2800</td> <td>2800</td> </tr> </tbody> </table>	DATE	REQUIRED	AVAILABLE	May 15, 1942	1800	600	June 15, 1942	4500	2475	July 15, 1942	4900	5260	August 15, 1942	4900	6660	September 15, 1942	4900	6810	October 15, 1942	2800	2800																				
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3	AFDMMR	AFRAD	5-12	<p>Note P appropriate action</p>																																									

M.E.G.

U.S. AIR FORCE

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PAGE NO.

CAF 452-1607 (197)

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

File No.
Tally No. AAP

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

SUBJECT: Expendable Combat Extension Tanks for Task Force BOLERO

NO.	FROM	TO	DATE	COMMENTS
2.	AFAMC	AFDMR	1942 5/12	<p>2. A study has been made of the possibility of establishing an overseas assembly plant to assemble broken-down tanks. The cost of providing the necessary equipment to assemble broken-down tanks at overseas point is approximately \$48,100.00. It is estimated that assembly overseas could be started approximately one month after the arrival of the equipment and personnel. This arrangement should permit shipment of from eight to ten times as many tanks in a given space as required for assembled tanks.</p> <p>3. It is requested that if this procedure is approved, this office be notified as soon as possible so the above schedule could be revised to provide an even flow of assembled tanks until the overseas plant could be put into operation.</p> <p style="text-align: center;"><i>TPO</i> C.P.E. C.G., Air Force Mat. Comm. F/HAB/mgs</p>
3	AFRAD	AFDIMP		<p><i>AFRAD</i> <i>AFDIMP</i> <i>See page 2</i></p>

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

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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DSG 112
8 JAN 6 10 10 AM 1974
By: *AC, GAO*

File No.
Tally No. AAP

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

SUBJECT: Expendable Combat Extension Tanks for Task Force BOLERO

NO.	FROM	TO	DATE	COMMENTS
4	AFRAD	AFDMR	1942 5/22	<p>Noted.</p> <p style="text-align: right;">F/HAB/mgs <i>WFL</i> <i>WAB</i> Executive</p>
5	AFDMR	AFRAD	5-24	<p>It may not be necessary, but it is the belief of this office that the 8th Air Force operations are based upon having available combat extension tanks for the P-47 airplanes. If that is the case, such information will probably have to be changed if combat extension tanks are not available. It would appear, therefore, that the information contained in item 2 should be made known to the 8th Air Force.</p> <p style="text-align: right;">AFDMR MEG:el <i>452-1 England</i> <i>M.S.F.</i> <i>Dir. Mil. Req.</i></p>
6	AFRAD	Col. Curtis 8th AF Liaison Officer 44. Army Room 2212 MAY 27 1942 AAG Received	1942 5/25	<p>For your information and return.</p> <p style="text-align: right;">F/WB/vs <i>WFL</i> <i>WAB</i> Executive</p> <p style="text-align: right;"><i>of the AF (Gen Duncan) notified</i> <i>File</i> <i>JTC</i></p>

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

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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

MATERIAL COMMAND #95

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

File No. _____
Tally No. AAP 3968

SUBJECT: P-38 Airplanes - Ferry and Combat Fuel Tanks

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NO.	FROM	TO	DATE	COMMENTS
1.	AFAMC-13	AFRAD thru AFDMR	1942 5/19	<p>1. Lockheed has developed 150-gallon-fuel tanks and the results show less drag than with the 75-gallon tanks. The tank is laminar-flow design, internally sway braced, and is attached to the lower surface of each wing by streamlined strut approximately twenty-four inches long.</p> <p>2. Lockheed can produce 920 per month at present and it is believed in this office that the production schedule for expendable tanks for the Bolero force can be met.</p> <p>3. The Materiel Command recommends its use for the following reasons:</p> <p>a. All-out range with 300 additional gallons fuel is 2200 miles.</p> <p>b. Maximum radius of action with 150-gallon-fuel tanks installed is 500 miles (Materiel Center has been requested to furnish the radius action based on dropping the tanks in combat).</p> <p>c. Drag is less than with 75-gallon tanks installed.</p> <p>d. It is impracticable to modify the present 75-gallon tank for installation on struts to reduce the existing drag.</p> <p>4. This matter was discussed with Colonel Goss and confirmation of approval of the proposed action is requested.</p> <p style="text-align: center;"><i>TBO</i> O.P.E. C.G., Air Force Mat. Comm.</p>
2.	AFIMR	AFRAD 533	5/21	<p>1. ^{to note} See comment and return to this office.</p> <p style="text-align: center;"><i>M. S. ...</i> D/MR</p>

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F-4071, AF, Rev. 8/14/41

Page No. 1

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

File No. _____
Tally No. AAP _____

SUBJECT: P-38 Airplanes - Ferry and Combat Fuel Tanks.

DECLASSIFIED

NO.	FROM	TO	DATE	COMMENTS
3	AFRAD	AFDMR	1942 5/22	<p style="text-align: right;">F/HAR/mgs</p> <p>1. Noted.</p> <p>2. Approval of proposed action, as requested by 1. (4), is confirmed.</p> <p style="text-align: right;"><i>[Signature]</i> Executive</p>

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F-4071, AF, Rev. 8/14/41

Page No. - 2 -

Chas. G. ... 197

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by *SP1/1* SC Date *8/12/79*

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SECTION
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AFMOR MEG:al

It may not be necessary, but it is the belief of this office that the 8th Air Force operations are based upon having available combat extension tanks for the F-47 airplanes. If that is the case, such ~~extensions~~ will probably have to be changed if combat extension tanks are not available. It would appear, therefore, that the information contained in item 2 should be made known to the 8th Air Force.

M.S.F.
Dir. MIL. Req.
P/W/ra

6
APRAD
Col. Curtis
8th AF
Liaison
Officer
Room 2212
1942
5/25

For your information and return.

W.F.M.
Executive

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SECRET

See D.O. 1-1 Entry (197)

WAR DEPARTMENT
Office, Deputy Chief of Staff for Air
Date _____

MEMORANDUM FOR:

To: AFRA II.

I want to
see Col. Gruswold
on his report.

[Signature]

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

AAF-529-A

COPY

AFRAD/F

May 25, 1942

MEMORANDUM FOR: Colonel Hanley.

1. During my recent conference with Curtiss and Bell personnel the following points were discussed:

a. Production delay due to changes.

Both concerns stated that changes had resulted in some production delay but in the great majority of cases the changes were necessary to make the airplane operational. For example, the first 33 changes listed on the Bell master chart were required to insure operation of the guns. The change to heavier canopy glass was necessary as the lighter glass was fracturing due to air pressure.

b. Delivery delay due to shortages.

The greatest current delay is being caused by a shortage of GFE, (airspeed meters and prestone temperature instruments). This shortage does not slow down the production of aircraft directly but does result in a delivery to the services delay.

2. It is suggested that Colonel Benjamin Kelsey, Lt. Colonel George Price or Lt. Colonel Mark Bradley be contacted for a full and complete picture on production delays. These officers are in charge of the various Fighter projects at Wright Field.

FRANCIS H. GRISWOLD,
Lt. Colonel, Air Corps.

Hq. Army Air Corps

MAY 30 1942

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Al's 08452.1 Eng. 196

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 HEADQUARTERS ARMY AIR FORCE
 ROUTING AND RECORD SHEET

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 9 Dec 8 30 Jan 1976
 By: *AWJ/UC* (AC) Date: *11/21/76*

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File No. _____
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Note -- A line will be drawn across sheet after each comment.

SUBJECT: Message No. 148 from London, signed Chaney, dated May 11, 1942

NO.	FROM	TO	DATE	COMMENTS
1.	AFAMC-13 Office, Cable Sec'y, Air Staff Att'n: Lt. J. T. Hillis		1942 5/21	<p>1. Referring to memorandum, dated May 12, 1942, above subject, and confirming telephone conversation, the following is submitted in answer to General Arnold's questions concerning the modification of Airacobra aircraft:</p> <p>a. The radio modifications listed are now being incorporated in production airplanes, when this type of equipment is called for. Group "A" parts are installed in all airplanes. The changes listed are for those airplanes shipped before these changes were incorporated in production.</p> <p>b. The armor plate attachment for the oxygen bottle and pitot tube protection in wings have previously been covered by Change Orders.</p> <p>c. No unsatisfactory reports have been received on remaining items, so no further action is required.</p> <p><i>KOO</i> O.P.E. C.G., Air Force Mat. Comm.</p>
	MAY 23 42 PM			
	RECEIVED CABLE SECRETARY DISPATCHED			
2.	Office Cable Sec'y Air Staff	AFCAS Att'n Gen. Harmon	1942 5/23	<p>1. The above indorsement relates to the above message from London, which appears on pages 105 and 106 of General Arnold's log and is in reply to several questions asked by General Arnold as indicated on such pages of his log.</p> <p>2. Such memorandum is referred to the attention of General Harmon for his notation.</p> <p><i>V.T.H.</i> Office of Cable Sec'y, Air Staff.</p>

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F-2071, AF. Rev. 8/16/41

Page No. 1.

~~CONFIDENTIAL~~ *AWJ 4521 England (76)*

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2. Office ANCAS 1942
Cable Att'n 5/23
Sec'y Gen. Harman
Air Staff

1. The above indorsement relates to the above message from London, which appears on pages 105 and 106 of General Arnold's log and is in reply to several questions asked by General Arnold as indicated on such pages of his log.

2. Such memorandum is referred to the attention of General Harman for his notation.

J.E.H.
Office of Cable Sec'y, Air Staff.

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10/27/76

6-16-07

Captain L. J. Douglas-Mann,
Patents Section,
British Air Commission,
1785 Massachusetts Avenue,
Washington, D. C.

Dear Captain Douglas-Mann:

The agreement on the proposed revision in the content and terminology of sub-paragraph (g) of the "release" conditions relating to manufacturing information, tentatively reached by you and War Department representatives in recent consultation, and later confirmed by you on the behalf of the British Air Commission in your letter bearing date of May 14, 1942, is acceptable to the War Department.

For purposes of verification, and to obviate any ambiguity, it is desired to affirm the understanding that the official wording of sub-paragraph (g) will be congruent with the phraseology set forth in the only inclosure to your letter aforesaid of May 14, 1942.

The rationale of your various arguments on the subject is understood and appreciated; careful note has been made of your comments thereon.

In order that the agreement herein achieved may enjoy full official latitude of understanding, a copy of this letter along with a copy of the accepted version of sub-paragraph (g), are being transmitted to the office of the Navy Department primarily concerned with the matter under discussion.

Very truly yours,

ROBERT F. PATTERSON
Under Secretary of War

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A-4/AS
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HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

CONFIDENTIAL

File No. 00235

Tally No. AAF

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

SUBJECT: Legal Agreement with British Air Commission re Release of British Manufacturing Data.

NO.	FROM	TO	DATE	COMMENTS
1.	AFAMC-9	AFAJA	1942 4/28	<p>1. Reference is made to R & R Sheet, Item 3 from your office, dated March 11, 1942, forwarding a draft of a letter to the British Air Commission, objecting to the terms of a proposed agreement regarding release of British data on a carbon monoxide indicator.</p> <p>2. This Command is of the opinion that the attached letter dated April 21, 1942 from the British Air Commission corrects the difficulties pointed out by your office in the proposed agreement.</p> <p>3. It is requested that a reply to the attached letter be prepared by your office.</p>
	1 Incl. Ltr. fr. BAC, 4/21/42.			<p style="text-align: right;"><i>TRD</i> O. P. E. Commanding General Air Force Materiel Command</p> <p style="text-align: right;">JAC/mh</p>
2.	AFAJA	AFAMC-9	1942 5/19	<p>1. Since the receipt of the above comment, this headquarters, in consultation with Captain L. J. Douglas-Mann of the Patents Section, British Air Commission, has been able to obtain the acquiescence of the latter's representative in a modification of paragraph 2(c) of the proposed letter of release which will have the affect of extending more adequate protection to improvements or developments made in the United States. Approval of the suggested modified phraseology was confirmed by the British Air Commission under date of May 14, 1942.</p> <p>2. It would now seem proper that the War Department officially notify the British Air Commission of its adherence to the arrangement tentatively agreed upon in conference, and confirmed on the part of the British Air Commission by the aforesaid letter of May 14, 1942. Accordingly, there is inclosed</p>

(Continued)

Do not use reverse side

9-2011 AF, Rev. 8/14/41

Page No. 1

CONFIDENTIAL

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

File No. _____
Tally No. AAF 00235

RECEIVED

SUBJECT: Legal Agreement with British Air Commission re
Release of British Manufacturing Data.

NO.	FROM	TO	DATE	COMMENTS	JAC/mh
2.	AFAJA	AFAMC-9	1942 5/19	a draft of a suggested reply to the British Air Commission for the Secretary of War's signature. There is likewise inclosed a draft of a letter to Captain W. A. Heard, Office of Naval Intelligence, in fulfillment of the request of Captain Douglas-Mann that the matter be coordinated with the Navy Department.	
4 Incls.					
3 Added.					
#2.	Ltr fr.	HAC	dtd. 5/14/42		
#3.	Proposed drft. of ltr. to			HAC.	
#4.	" " " "			Navy Dept.	

SMS
E. H. Snodgrass,
Colonel, J.A.G.D.,
Air Judge Advocate.

(Do not use reverse side)

Page No. 2.

FORM 71, AF. Rev. 8/16/41
CONFIDENTIAL

As Above & Supp. (195)

5/20

CONFIDENTIAL

BRITISH AIR COMMISSION

WASHINGTON

14th May 1942

Colonel John A. Croghan
War Department
Room 4446—Ammunitions Building
Washington, D. C.

DECLASSIFIED
JCS Memo
3 Jan. 1975
By: *abw*/LC; Date: *12/21/76*

Dear Col. Croghan:

I have now been able to discuss with Mr. Boddis your suggested changes in the "release" conditions relating to manufacturing information, etc., as proposed by us and set out in Mr. Boddis' letter to Mr. Robert Patterson, dated 21st April, 1942.

No reason is seen to object to your suggested addition to the paragraph which we put forward as an alternative to sub-paragraph (c) of our letter of February 2, 1942. The effect of your proposed addition appears to be merely to record the reservation to the legal owner (whoever that may be) of the rights in improvements, in the same way as we have recorded the reservation of rights in the original invention.

As regards the proposed omission of the concluding sentence of our sub-paragraph (c), i.e., commencing with the words "but the ultimate rights"; we do not see any particular objection to that sentence being left out. I should, however, like to make it clear that the reason why we included the sentence is that, although it is probable that actual licences will not be obtained in every instance, we thought it desirable to ensure general recognition of the fact that, at any rate in the majority of cases, a more or less formal license agreement will be necessary, or desirable, if only in order to ensure that the relations of the owner of the original invention and of the producer to whom that invention is released, who, in turn, may invent an improvement, are properly regulated. A license would also, of course, be useful in order to define the position in respect of non-war, or post-war production.

So soon as the Agreement for exchange of manufacturing information and the right to use patents, etc., which is now awaiting ratification, has been ratified and circulated to all Departments in both Governments, the need for the writing of a specific Release letter in each case where manufacturing data, etc. is passed over to a U. S. Government Department, will, I think, no longer exist. The Agreement in question clearly lays down the conditions which are to be attached to the release of any such information, which either Government furnishes at the request of the other. The writing of Release letters, in the present detailed form would, consequently, thereafter appear to be unnecessary. At the same time,

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I feel that unless, on each release, particular attention is drawn to the provisions of the Agreement limiting the purposes for which the patents or information may be used, there is some risk that the Government Department which passes on the information, and the right to use any patents involved, to a manufacturer, might omit to include in the contract provisions designed, so far as possible, to implement the undertakings, such as those contained in paragraph 2 of the Agreement.

No doubt, when the Agreement has been ratified, the attention of all contracting authorities in the U. S. Government will be drawn to these limitations, and some suitable clause will be prepared for insertion in all contracts. Subject to your views, however, I think that, although Release letters in the present form will no longer be needed, a specific reference to the License Exchange Agreement (by that, or some other appropriate name) should always accompany releases of manufacturing data, by either Government to the other, pursuant to the terms of the Agreement.

I do not know how much longer the Agreement in question is likely to be held up in the State Department before it is ratified, but, in the meantime, if Mr. Patterson will be good enough to let us know that the wording of paragraph (c) of our Release letter, amended as indicated herein, is acceptable to him, we will see that it is used in that form so long as the necessity continues. I understand that you will endeavor also to clear this matter with the Navy Department.

If it could be understood between the Governments that the release terms now agreed with Mr. Patterson would be regarded as applying to all previous releases of manufacturing data, in regard to which different wording has been used in former Release letters, we should be fully agreeable; and this would ensure uniformity.

For purposes of record I attach a copy of sub-paragraph (c), as we now understand it to be agreed.

An early reply to this letter would be appreciated, as we are, of course, constantly making releases to your Government.

Yours very truly,

/s/

L. J. Douglas-Wann
Patents Section

LJD-M/ah
Enclosure

CONFIDENTIAL

- 2 -

Mr. AS 4524 Eng. (195)

~~CONFIDENTIAL~~

~~SECRET~~

DECLASSIFIED
DATE
BY
10/11/56

14th May 1942

**NEW SUB-PARAGRAPH (c)
FOR LETTERS COVERING RELEASE OF MANUFACTURING INFORMATION**

- (c) "All, if any, subsisting proprietary rights in the subject apparatus, shall be preserved for the benefit of the legal owner, or owners, thereof. In the event that any improvement upon or development connected with the subject apparatus is subsequently released to the U.S. Government, by, or on the instructions of, the British Government, proprietary rights shall be similarly preserved. In the event that any improvement upon or development connected with the subject apparatus is subsequently made by the United States Government, or by contractors or individuals, manufacturing or carrying on research work on its behalf, proprietary rights in such improvements shall be preserved for the benefit of the legal owner, or owners, thereof.

In the event of the U. S. Government, or any firm or individual manufacturing or carrying on research work on its behalf, hereafter making any improvement upon the subject apparatus, or making any development or further invention connected therewith, then, and in every such case, the U. S. Government will keep the U.K. Government fully informed (through this Commission) in regard to any such improvement, development, or further invention. The U.K. Government shall, for the purpose of war production only, be entitled to the free use of any such improvement or further invention and of any patents which may be obtained in respect thereof, and shall be entitled to pass on such information to, and to license the use of any such patents, by manufacturers selected by it."

~~CONFIDENTIAL~~

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(COPY)

DO NOT DETACH THIS SLIP

Return accompanying papers to

ROOM 4157 WAR DEPARTMENT BUILDING

OFFICE OF THE UNDER SECRETARY OF WAR

Date April 25, 1942

Subject: Letter from A. C. Boddis 4/21/42. Re: Ref. to letter of 4/27/42 relative to terms of formal ltr. of Release written by British Air Commission in connection with R.A.E. Report CH324 (Detection of Carbon Monoxide in Aircraft Cabins.

To: THE ARMY AIR FORCES

Materiel Command

1. Necessary action.

2. Necessary action and direct reply.

3. Nec. action and prep. of reply for sig. of the Under Secy. of War.

4. Nec. action and prep. of reply for sig. of the Executive.

5. Preparation of memo. to enclose with reply.

6. Preparation of memo. on which to base personal reply.

7. Remark and recommendation.

8. Notation and filing or return.

9. Notation and return through B. & L. P. Branch.

By direction of the Under Secretary of War:

BASIL D. EDWARDS
Colonel, Infantry
Assistant Executive

RECEIVED
APR 26 1942
AIR AG-6

mad

Form No. 1-a
(Ed. Apr. 23, 1938)

U. S. GOVERNMENT PRINTING OFFICE 16-21086

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S. CONFIDENTIAL - BRITISH SECRET



BRITISH AIR COMMISSION

1785 MASSACHUSETTS AVENUE

WASHINGTON, D. C.

TELEPHONE HOBART 8000

*Army Air Force
General Com
1*

PLEASE QUOTE

REFERENCE NO. _____

21st April 1942

Mr. Robert P. Patterson
Under Secretary of War
War Department
Washington, D.C.

DECLASSIFIED
JCS Memo
8 Jan. 1975
By *DLG*; Date *10/2/76*

Dear Mr. Patterson:

I advert further to your letter of the 27th ult., on the subject of the terms of the formal Letter of Release written by this Commission in the particular instance of the R.A.E. Report CH 324, relating to the Detection of Carbon Monoxide in Aircraft Cabins, the terms of which Letter of Release have, however, hitherto been regarded as the standard form of letter in all similar releases.

Our Patent Officer has now returned to Washington, and I have discussed the subject-matter of your letter, particularly the third and fourth paragraphs, fully with him. We agree that you are justified in your criticism of sub-paragraph 2(c) of our Letter of Release, dated February 2nd, 1942, in that, as worded, the effect would appear to be to take away from the U.S. inventor of an improvement upon a U.K. invention, the right to legal ownership of such improvement. It is accordingly, proposed that paragraph 2(c) should be re-worded.

Although it is customary for patent licensing agreements between firms, or individuals to make provision for the situation resulting from the invention of improvements upon the original invention, it would obviously not be proper, in the absence of such provision, to seek to deprive the U.S. inventor of the benefit of his improvement. On the other hand, it seems equally obvious that if information, or the right to use any patent, is released by the British Government, through the U.S. Government, to a U.S. firm, etc., for the purpose of war production, the two Governments concerned ought not to be deprived of the use, for war purposes, of any improvement which such firm may effect upon the original invention as a result of the communication of the original invention. Assuming this to be correct, we suggest that the paragraphs in question should be re-written as follows:-

"All, if any, subsisting proprietary rights in the subject apparatus, shall be preserved for the benefit of the legal owner, or owners, thereof. In the event that any improvement upon or development connected with the subject apparatus is subsequently released to the U.S. Government, by, or on the instructions of, the British Government, proprietary rights shall be similarly preserved."

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CENTRAL MAIL SECTION A.A.F.

Mr. Robert P. Patterson
Under Secretary of War

CONFIDENTIAL

- 2 -

21st April 1942

"In the event of the U.S. Government, or any firm or individual manufacturing or carrying on research work on its behalf, hereafter making any improvement upon the subject apparatus, or making any development or further invention connected therewith, then, and in every such case, the U.S. Government will keep the U.K. Government fully informed (through this Commission) in regard to any such improvement, development, or further invention. The U.K. Government shall, for the purpose of war production only, be entitled to the free use of any such improvement or further invention and of any patents which may be obtained in respect thereof, and shall be entitled to pass on such information to, and to license the use of any such patents, by manufacturers selected by it, but the ultimate rights (i.e., for other than war purposes) of the patentee or inventor of the subject apparatus and of the patentee or inventor of any such improvement, development, discovery, or further invention (inter se) shall, whenever practicable, be defined in a License Agreement."

If you agree that the foregoing suggested paragraphs satisfactorily cover the position, we should propose to use such paragraphs in future Letters of Release, in substitution for sub-paragraph 2(c), as set out in our letter of the 2nd February last, which gave rise to your letter under reply.

I appreciate that there has been some delay in dealing with the points raised in your letter under reply, but, as releases are frequently being made, and as we have been advised by Major General Echols that a release, strictly upon the terms of your letter, has been made by the War Department to the War Production Board, in respect of apparatus known as the Type E Newton Voltage Regulator (manufacturing data in regard to which had been released to the War Department upon the authority of the U.K. Government) I hope that it will be possible for you to let us have your views, upon the above suggested wording, at an early date.

I thank you for the information contained in the penultimate paragraph of your letter of March 27th.

Very truly yours,

A. C. Boddie
A. C. Boddie

LJD-M/eh

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BRITISH AIR COMMISSION

1785 MASSACHUSETTS AVENUE
WASHINGTON, D. C.

TELEPHONE HOBART 9000

*Col. Halland
Room 3621*

APR 13 42 AM

PLEASE QUOTE

REFERENCE NO. _____

April 9th, 1942



MAIL AND RECORDS
WAR DEPARTMENT
OFFICE OF
UNDER SECRETARY

Mr. Robert P. Patterson
Under Secretary of War
War Department
Washington, D.C.

Dear Mr. Patterson:

Thank you for your letter of March 27th, on the subject of the formal letter of release written by this Commission in connection with the R.A.E. Report CH 324 on the Detection of Carbon Monoxide in Aircraft Cabins.

The points made in the third and fourth paragraphs of your letter have been carefully considered by this office, and it is now proposed to re-write the conditions embodied in sub-paragraph 2(c) of our letter of February 2, 1942 in a form which we hope will be acceptable to your Department. The Patent Officer who will collaborate in the settling of such alternative wording is at present absent from the city, but upon his return next week, I will be writing to you again.

Very truly yours,

[Handwritten signature]

A. C. Boddie

mu

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

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DOO 218

8 JUL 4 20 1974
BY: *[Handwritten]* 10/24/76

WAR DEPARTMENT
United States Army and Air Corps

WASHINGTON

May 14, 1942

MEMORANDUM FOR GENERAL HARMON:

Subject: Bolero Presentation to General Marshall.

I accompanied General Marshall to Bolling Field today for the above presentation. During the presentation General Spaatz brought out the point that not only air superiority but air supremacy would be required to support the beachhead. General Marshall asked if this could be obtained and General Spaatz replied only with heavy attrition. At this point General Marshall asked Colonel Wedemeyer for his views. He stated that the Germans had a distinct advantage in two ways:

- (1) With regard to operating on interior lines, and
- (2) That the continent would be favored by better weather than the British Isles.

Upon the return trip General Marshall told me to have General Arnold prepare a study of the air support operations under the Emergency Plan. The study is to show definitely the numbers and type of aircraft involved, both British and American, and how they would be employed.

General Arnold has instructed me to prepare such a plan. I have notified General Spaatz of the above and he has asked me to discuss the matter with him at the earliest possible time.

file

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H. A. C.

[Handwritten initials]

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10 Nov. 8, 30 June 1974
 by *ATL* / *201206*

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May 7 1942

AFACF
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Send back to Mr. Gray

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Conferences Regarding G. C. S. 69
 (Additional Pursuit for British Offensive)

1. In conference with the British (Group Captain Fraser at Air Marshal Evill's suggestion) it was agreed that the following (detail Tab A) is a mutually acceptable statement of requirements versus resources in pursuit aircraft in the United Kingdom and the Middle East for the period April 1st to September 1, 1942;

	<u>UNITED KINGDOM</u>	<u>MIDDLE EAST</u>
Requirements	3500	2449
Resources	2670	2849
Shortage and Overage	-730	-400

2. The solution of G. C. S. 69 is for the British to withhold 250 Spitfire VI's from the 200 pursuit per-month flow set up for the Middle East.

3. The change in conclusion between paragraph 2 above and the request contained in G. C. S. 69 (U. S. to give more pursuit) is the result of a restatement of British resources from production (Tab B) for the period April 1st thru September 1, 1942.

4. It is to be noted that the requirements set up by the British include 100% reserve on the offensive force (75% of total force) in the United Kingdom and 100% reserve in the Middle East in addition to ample provision for keeping the pipeline flow of reserves to and from overseas filled. Also in the Middle East attrition was allowed from April 1st on the full required force rather than the force in being which has the effect of adding 75 aircraft to the requirement.

Gille
W/9

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A-1/AS
A-2/AS
Inst. S.
A-3/AS
A-4/AS
Photo/AS
Imp/AS
Mil. Eng.
A. Del.
Bank.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. H&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surp.
J. Advoc.
Budget
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Regul. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

452. England 193

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5. "Typhoon" production estimates have been excluded from resources and only 72% of Hurricane II and Spitfire V and VI production estimates have been included as resources from production (8% additional would represent 187 aircraft for the five months period).

H. S. VANDENBERG,
Colonel, G. S. C.,
Assistant Chief of the Air Staff, A-3.

Incls:
Tab A
Tab B

A-1/AS
A-2/AS
Intcl. S.
A-3/AS
A-4/AS
Plans/AS
Insp AS
Mil. Req.
A. Def.
Trans.
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. & C.
V. C.

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 By ALAN... 10/10/76

TAB A

**British Requirements versus Resources
 in Pursuit
 April 1 - Sept. 1, 1942**

UNITED KINGDOM

Resources (Spitfires V and VI and Hurricanes II's only unless otherwise indicated)

2861 • Total on hand (after deducting 948 in C. R. O) April 1st
 206 In U. K. awaiting delivery (includes 28 P-40B's)
 278 En route into U. K. (includes 89 P-39's and 184 P-51's)
 100 F-59's allocated 4/1/42 - 6/30/42
 168 F-51's allocated 4/1/42 - 6/30/42
 152 Minimum surplus production over exports
 3170
 400 Spitfire II's (of 953 Spitfires I and II available but
 classified as obsolescent)

3570

- Omits 1681 aircraft (exclusive of C. R. O.) left available for Army Coop. and C.T.U.'s (665 unit equip.) including attrition.
- Also omits 424 aircraft under preparation in U. K. for export.

Requirements

1400 Unit Equip. for Total Force (1000 in Offensive Force)
 1000 100% Reserve on Offensive Force
 1400 20% Attrition for 5 months on Total Force.
 2800

MIDDLE EAST

Resources

1401 • Total on hand April 1st (369 obsolescent)
 975 Flow from U. K.
 426 From U. S. - Allocations of P-40's up to 6/30/42
 2345

- Excludes 177 en route to Middle East as of 4/1/42

Requirements

780 Unit equipment (including 168 in O.T.U.'s)
 628 Attrition (8% for O.T.U.'s, 20% for tactical units)
 1078 Reserves (150% for tactical units, 8% for O.T.U.'s)
 2435 (plus 25% for depots)

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 BY: ALAKA DATE: 12/10/76

TAB B

Resources in Pursuit from British Production
 April 1 - September 1, 1942

1. British production is estimated as follows on basis of information received subsequent to contents of C.C.S. 69, 5/4/42:

	<u>Canadian Hurricane II</u>	<u>U.K. Hurricane II</u>	<u>Spitfire V & VI</u>	<u>Typhoons</u>
April	80	270	385	42
May	80	270	400	65
June	80	270	400	85
July	80	270	400	105
Aug	80	258	415	125

2. Totals are as follows:

	<u>April</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>
Total including Typhoon	775	815	835	885	975
Total excluding Typhoon	723	750	780	780	783
72% of total excluding Typhoon	528	540	540	540	542

3. It follows that British resources from production are in excess of their overseas commitment of 500 airplanes per month and that Canadian Hurricane II production is available to assist in meeting overseas commitments.

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AFMSC
RAF:ld

10/27/70

May 7, 1948.

MEMORANDUM FOR: Lieutenant General H. H. Arnold.

SUBJECT: British Aircraft Statistics.

I. The following arrangements for co-ordinating aircraft and production data by direct officer liaison through Office, Director Statistical Control have been set up with the British and the Coordinator of the Munitions Assignment Board in Washington for your approval:

1. From Air Marshall Brill's office Report C.B.S.R. (Order of Battle Strength Return) on a weekly basis.
2. From Air Marshall Brill's office the Crown Report (B.B.C. Statia. Report) containing actual British aircraft production and future estimates on a monthly basis.
3. From Dr. Isador Labin's office the London Munitions Assignment Board Allocation Report, including London Air Assignment Sub-committee Report, on a monthly basis.
4. From Dr. Isador Labin's office Annex to G.P.S. (Feb. 14, 1948) entitled "Review of Aircraft Resources of United Nations", (known as G.M.A.B. Secret Black Book) on a monthly basis.

5. Through cable code arrangements now being set up, certain additional British information will be supplied, including special reports in accordance with requests to U.S.A.F.S.I.

II. These reports should be maintained and co-ordinated by the Director of Statistical Control. It is essential that all data relating to British aircraft production and strength required

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1 Div
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Base S
War O&M
Tax
Tech S
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Photo M&C
Tech Insp
Pub Rel
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Mil Pers
V Pers
Sarg.
TRVC
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Mgmt Cor
Adj. Gen
Gr Pl
STAT Pl
Leg Pl
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DD Form 129

~~CONFIDENTIAL~~

AFMSC
RAF:LD

May 7, 1942.

MEMORANDUM FOR: Dr. Isador Lubin

SUBJECT: British Aircraft Statistics.

I. Pursuant to arrangements made between the British and the offices of Mr. W. Averill Harriman and General James E. Chaney, it is requested that the following reports be furnished this office.

(1). The London Munitions Assignment Board Allocation Report including London Air Assignment Sub-Committee Report on a monthly basis.

(2). Report Annex to C.P.S. (February 14, 1942) entitled "Review of Aircraft Resources of United Nations" (known as C.M.A.B. Secret Black Book) on a monthly basis.

II. In order to provide the essential security and proper evaluation for War Department purposes, arrangements have been made by officer liaison for the Office of Director of Statistical Control to receive these reports for such limited distribution as may be directed.

SGT. H. H. ARNOLD

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

DISPATCHED
MAY 8 1942
AIR AG-7

~~CONFIDENTIAL~~

Air AG 4537 6/2/42

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A 2/AS
Intel S
A 3/AS
A 4/AS
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Mil. Req
A Def
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Base S
Var O&M
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Mil Para
Civ. Para
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Adj. Gen
Org Pl
STAT Pl
Leg Pl
Mat. C
A. S. U.
P. C.

DECLASSIFIED
DD Form 129

~~CONFIDENTIAL~~

AFMSC
RAF:LD

May 7, 1942.

MEMORANDUM FOR: Air Marshal D. C. S. Eville

SUBJECT: Aircraft Statistics

I. Pursuant to arrangements made between the office of the Air Member of Supply and Organization and the Air Office of the Staff of General James E. Chaney, it is requested that the following reports be furnished this office:

(1). Report O.B.S.R. (Order of Battle Strength Report) on a weekly basis.

(2). Crown Report (D.B.G. Statis. P.) containing actual British Aircraft Production and future estimates, on a monthly basis.

II. In order to provide the essential security and proper evaluation for War Department purposes, arrangements have been made by officer liaison for the Office of Director of Statistical Control to receive these reports for such limited distribution as may be directed.

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

DISPATCHED
MAY 8 1942
AIR AG-7

~~CONFIDENTIAL~~

Air AG 4537 6/2/42

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Leg Pl
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A. S. U.
P. C.

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

May 7, 1942.

MEMORANDUM FOR: Lieutenant General H. H. Arnold.
SUBJECT: British Aircraft Statistics.

I. The following arrangements for co-ordinating aircraft and production data by direct officer liaison through Office, Director Statistical Control have been set up with the British and the Coordinator of the Munitions Assignment Board in Washington for your approval:

1. From Air Marshall Ewill's office Report O.B.S.R. (Order of Battle Strength Return) on a weekly basis.
2. From Air Marshall Ewill's office the Craven Report (D.D.G. Statis. Report) containing actual British aircraft production and future estimates on a monthly basis.
3. From Dr. Isador Lubin's office the London Munitions Assignment Board Allocation Report, including London Air Assignment Sub-committee Report, on a monthly basis.
4. From Dr. Isador Lubin's office Annex to C.P.S. (Feb. 14; 1942) entitled "Review of Aircraft Resources of United Nations", (known as C.M.A.B. Secret Black Book), on a monthly basis.
5. Through cable code arrangements now being set up, certain additional British information will be supplied, including Special reports in accordance with requests to U.S.A.F.B.I.

II. These reports should be maintained and co-ordinated by the Director of Statistical Control. It is essential that all data relating to British aircraft production and strength required

~~CONFIDENTIAL~~
DECLASSIFIED
DOD Mem
8 Jan. & 20 June 1974
By: *Alc*; Date: 10/12/76

~~CONFIDENTIAL~~

by the several agencies of the War Department be evaluated and reduced to our methods of accounting by one agency, familiar with aircraft statistical procedures as well as for reason of security.

III. It is recommended that the attached letters to Air Marshall D. C. S. Ewill and Dr. Isador Lubin be authorized for dispatch.

[Signature]
A. J. LYON
Colonel, U. S. Army
Air Officer, U.S.A.F.B.I.

- Copies to:
- General Fairchild
 - General Meyers
 - Air Marshall Ewill
 - Dr. Lubin
 - Colonel Gates
 - Colonel Craig
 - Colonel Lyon
 - Lt. Col. Faith
 - Major Burt
 - Captain Thornton
 - Mr. Weldon
 - Lt. Finch (Liaison Officer)
 - Mr. Edwyn Rydlun

Approved by: *[Signature]*
Lt. General H. H. Arnold

DECLASSIFIED
DOD Mem
8 Jan. & 20 June 1974
By: *Alc*; Date: 10/12/76
- 2 -
~~CONFIDENTIAL~~
See AF 452.14 England (191)

DECLASSIFIED
DDO 115

6 Jan. 5 29 June 1975
By *ALW/llc* 10/1/88 *1987*

~~CONFIDENTIAL~~

~~SECRET~~

May 7, 1942.

MEMORANDUM FOR: Lieutenant General H. H. Arnold.

SUBJECT: British Aircraft Statistics.

I. The following arrangements for co-ordinating aircraft and production data by direct officer liaison through Office, Director Statistical Control have been set up with the British and the Coordinator of the Munitions Assignment Board in Washington for your approval:

1. From Air Marshall Evill's office Report C.B.S.R. (Order of Battle Strength Return) on a weekly basis.
2. From Air Marshall Evill's office the Crown Report (D.D.C. Statis. Report) containing actual British aircraft production and future estimates on a monthly basis.
3. From Dr. Isador Lubin's office the London Munitions Assignment Board Allocation Report, including London Air Assignment Sub-committee Report, on a monthly basis.
4. From Dr. Isador Lubin's office Annex to C.P.S. (Feb. 14, 1942) entitled "Review of Aircraft Resources of United Nations", (known as C.P.A.R. Secret Black Book), on a monthly basis.
5. Through cable code arrangements now being set up, certain additional British information will be supplied, including Special reports in accordance with requests to U.S.A.F.D.I.

II. These reports should be maintained and co-ordinated by the Director of Statistical Control. It is essential that all data relating to British aircraft production and strength required

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~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

by the several agencies of the War Department be evaluated and reduced to our methods of accounting by one agency, familiar with aircraft statistical procedures as well as for reasons of security.

III. It is recommended that the attached letters to Air Marshall D. C. S. Eville and Dr. Isador Lubin be authorized for dispatch.

A. J. LYON,
Colonel, U. S. Army
Air Officer, U.S.A.F.B.I.

Copies to:
General Fairchild
General Meyers
Air Marshall Eville
Dr. Lubin
Colonel Gates
Colonel Craig
Colonel Lyon
Lt. Col. Faith
Major Durt
Captain Thornton
Mr. Volden
Lt. Finch (Lincoln Officer)
Mr. Edwyn Lydian

Sgd. H. H. Arnold

Approved by _____

Lt. General H. H. Arnold

~~CONFIDENTIAL~~

452.166 (191)

DECLASSIFIED
DOO 875
8 Jan. & 20 June 1974
By: *ALC* / *AC* Date: 10/17/76

April 30, 1942

Air Marshal D. C. S. Eville,
Combined Chiefs of Staff Building,
Washington, D. C.

Dear Eville: -

General Arnold had to leave before a reply could be prepared to your letter to him of April 28. Knowing the urgency of the matter I am making this reply for him.

In your letter you asked several questions which I am able to answer at this time only in general terms. Because of the apparent need for an early decision by you, I am sending this information without delay.

With reference to the departure date of the Ranger on the second trip, the earliest probable date is May 29. This is, of course, only tentative and is given for planning purposes only.

I am informed by my staff that Mr. Flastov of the British Air Commission has complete information on air craft available for shipment as well as on shipping facilities. In order to keep the records clear may I suggest that this information be obtained from him.

From the information obtainable from Mr. Flastov the relative merits of the two shipping means should be apparent.

Sincerely,

HILLARD F. HANSON
Major General, U.S.A.,
Chief of the Air Staff

Dispatched
APR 30 1942
AAQ

452.1 England 190

DECLASSIFIED

DECLASSIFIED
DOO 875
8 Jan. & 20 June 1974
By: *ALC* / *AC* Date: 10/17/76

APR 29 1942

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

Dear Air Marshal Eville:

The matter of diversions of aircraft and spares referred to in your letter of April 22, 1942 is of vital concern to me. I realize that there is not at this moment an adequate supply of spares. However, I am sure you are familiar with the action recently taken to insure concurrent delivery of spares and the making up of past deficits.

In regard to the Air Force taking a higher percentage of spares than originally ordered with the airplanes in those cases where the airplanes were originally intended for Britain but subsequently allocated to the Air Force, the policy was covered in instructions early in April to insure that only the percentage of spares procured with the airplanes would be taken.

I am sure you realize the pressure being placed upon us to meet the U.S.S.R. commitments. Delivery of spares to U.S.S.R. is still in arrears and I am sure you have been misinformed as to the practice of supplying spares to Russia in advance of aircraft. The matter of priority of delivery of spares now in arrears was brought before the Munitions Assignment Committee (Air) today and at the next meeting it will be placed before the Munitions Assignment Board for decision.

In regard to diversions of airplanes without prior discussion and formal action, insofar as I can determine, there have been only two isolated cases, namely, the two LB-30's which were put on the Hawaii-Australia ferry run, and the case of the A-20's, due to the production schedule falling off, resulting in the necessary deferment of both United States and British deliveries to permit fulfillment of the Russian commitment. In both of these cases your people were infernally cognizant of the situation.

CofS Chief of Air Staff

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452.1 England 190

~~SECRET~~

I am having the specific cases in regard to spare parts referred to in your letter investigated and I will advise you further in this regard.

Meanwhile, you can be assured that I fully appreciate our obligation in these matters and will do everything possible towards an equitable and proper administration and distribution of spares.

Very truly yours,

Egd. H. H. Arnold

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

Dispatched
APR 25 1942
AAG

~~SECRET~~

Am 04/15/52. 1 Aug. 1988

ASC 311 (RAP)

Telephone Hobart 1340

~~SECRET~~

Benjamin Franklin Station
Washington, D. C.

Royal Air Force Delegation
(British Air Commission)

22nd April, 1942.

Lieutenant General H. H. Arnold,
Chief of the Army Air Forces,
War Department,
Washington, D. C.

DECLASSIFIED
JCS Memo
8 Jan 1975
By: *[Signature]* Date: *02/2/76*

My dear Arnold,

I am becoming seriously worried over the situation arising from the various diversions of aircraft from British assignments and more still from the diversions and other losses of associated spares.

2. I fully recognize, of course, that any long term programme for the assignment of aircraft must be susceptible of adjustment in the light of changing strategical conditions. This can and should be done as a result of examination and discussion between interested parties as each case arises. We are about to review the whole of the next eighteen months' programme in this fashion and we can, whenever it becomes necessary, apply similar methods to any particular item. What we ought to avoid, however, are diversions made suddenly, or without notice, of which certain specific examples are detailed in Annexure 1. Such diversions are not merely a matter of inconvenience but a serious embarrassment to any operational Command which is dependent upon these aircraft supplies for the prosecution of operations upon which the Command is already committed. If these diversions assume substantial dimensions they must also ultimately dislocate the planned programme of expansion which involves the phasing of supplies with the training organisation, ground provision and man-power in support.

3. The loss of allocated spares is perhaps even more dangerous, largely because it is more difficult to detect and only becomes apparent in the theatre of operations when the resulting shortages gradually immobilise aircraft. Thus it may well bring about a complete failure in the maintenance of a type in the course of intensive operations.

4. There is, as you know, an acute shortage of spares which, on the most sanguine expectations, cannot be remedied for many months to come. The causes of this shortage are broadly as follows:-

- (a) The belated placing of contracts for spares for aircraft obtained under British contracts in the U.S.A. and now in service.

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(b) The upward revision of the percentages of supporting spares required for U.S.A.A.C. maintenance which has resulted in the adoption of higher percentages than we have prescribed for our purposes.

5. The general shortages resulting from h(a) can only be gradually repaired and while they continue they render even more serious the difficulties resulting from the state of affairs recorded in h(b). The fact that the percentage of supporting spares required by the U.S.A.A.C. is higher than for the British means that whenever an aircraft originally ordered against British Lease/Lend requisitions is re-assigned to the U.S.A.A.C. it is transferred with the higher percentage of spares and the British allocations go twice short in consequence. It has already been recognized that this difference in standard percentages of spares must be ironed out. But while it persists it is very necessary that the allocation of spares in connection with diversions of aircraft shall be carefully regulated. It should, I suggest, be a recognized practice that aircraft are transferred with only that percentage of supporting spares with which they were originally ordered.

6. The difficulties of the situation have been aggravated by the practice of making a supply of spares to Russia in advance of aircraft, with the result that spares from British contracts and Lease/Lend requisitions intended to overtake the arrears position arising on British contract aircraft have been diverted to Russia, thus intensifying the deficiency of spares already overdue in respect of aircraft now in service overseas. In Annexure 2 details are given of a number of examples which demonstrate that this situation will become critical if allowed to continue.

7. The danger is well exemplified by the state of affairs in the Middle East where we at present have a disproportionately large number of unserviceable aircraft amongst our reserves. This fact is already known to you and you are kindly taking measure whereby you can assist with extra technical personnel to remedy this state of affairs. I am afraid, however, that such measures of assistance are bound to be ineffective unless an adequate supply of spares can also be assured. Tedder has recently drawn my attention to the fact that the serviceability of American types in his Command has been substantially reduced owing to the absence of the necessary spares. I have no doubt whatever that you recognize the risks of the situation in the Middle East and that you will do what is possible in the circumstances to see that shortages in aircraft and spares on British allocations to that theatre are not allowed further to aggravate the dangers of the situation.

8. I realize that the difficulties which I have outlined are largely inherent in the present situation, the tightness of the aircraft position, the shortage of spares and the general complication of the system whereby they are assigned and handled. They have been under frequent discussion between the H.A.F. staff and General Echols and General Miller, who have both been most helpful, and the former is, I understand, issuing instructions

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designed to remedy certain aspects of the present state of affairs. Additionally the Standardization Sub-Committee of the Joint Aircraft Committee have taken action which has enabled plans to be made to overtake the arrears in spares deliveries during the next ten months. I feel, however, that by continued mutual examination of these problems still more could be done. Firstly by minimizing the re-allocations of aircraft in the next few months and, secondly, by careful regulation of the allocation of spares over the same period so as to ensure that the essential requirements of operational theatres are receiving suitable priority and that the most is being made of our available supplies. In the end, it is all a question of priorities based on the necessities of the strategical situation, which is my reason for placing before you now a summary of our difficulties in the confidence that when you see the importance of their cumulative effect you will give us your support in the matter of general policy.

Yours sincerely,

/s/ D. C. S. Eville

- Copy -

- 3 -

~~SECRET~~

ATTACHMENT 1.

RECENT EXAMPLES OF DIVERSION OF AIRCRAFT AFTER ALLOCATION TO THE BRITISH.

A.20.A. 39 were allocated to the British in January 1942 under the Arnold/Porter agreement. A comparison of the Arnold/Porter allocations with actual and estimated deliveries, issued by the Materiel Command on April 9th, shows that only 22 are available for allocation to the British, of which 21 are stated to have been delivered to date, part of the deficit being accounted for by "delivery of 9 to Russia". British records, however, show that no more than 5 A.20.A have actually been handed over to the British in 1942. The net result was an unexpected loss of 27 A.20.A.

A.20.C. Under the Arnold/Porter agreement the following allocations of A.20.B's and A.20.C's were made to the British:-

	Feb.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
A.20.B.	-	25	30	30	-	-	-	-	-	-	85
A.20.C.	15	-	-	-	-	-	30	30	-	-	75

At the meeting of the Munitions Assignments Committee (Air) on March 27th the Materiel Command put forward Case No. 25 in which they requested that, to save time spent in modifications, the 85 A.20.B's should be given to the U.S. Army in exchange for "45 A.20.C airplanes allocated to the U.S. Army in the months of February and March" and "22 airplanes from the 150 A.20.C's allocated to the U.S. Army in October 1942". The proposal was agreed to by the British as, notwithstanding the late date by which the exchange will be completed, it represented a saving in time spent in modifications to the British as well as to the Americans and the case was accordingly approved by H.A.C. (Air).

On April 10th, however, British representatives at Wright Field were informed by Colonel Kane of the Defense Aid Organization that all previous instructions regarding allocation of A.20.B and A.20.C airplanes were to be cancelled and that all available A.20.C airplanes were to be delivered to Russia. The net result has been an unexpected loss of 78 A.20.C's.

P.40.E. Under the Arnold/Porter agreement 1,184 P.40.E's were allocated to the British in 1942. In the comparison of the Arnold/Porter allocations with actual and estimated deliveries, issued by the Materiel Command on April 9th, a revised allocation to the British in 1942 of 1,108 is shown, the difference of 76 being attributed therein not to any falling off in production expectations but to the following causes:-

- (a) 24 P.40.E's having been allocated as P.40.E's.
- (b) Allocation of 10 P.40.E's to Army.
- (c) Allocation of 41 P.40.E's to "Olive".
- (d) Cancellation of 1 P.40.E from programme.

The precise period when the re-allocations in (b) and (c) were or are to be effected is not apparent in the document referred to.

LB.30 On February 24th the Munitions Assignments Committee (Air) approved an amendment of the Arnold/Porter agreement whereby the British were allocated 30 LB.30's (Liberator II) in February and March in place of an equivalent number of B.24.D's. Two of the LB.30's notified to the British as being involved in this exchange - AL 998 and AL 601 - were diverted to the U.S. Army and have not been handed over to the British.

22nd April, 1942.

ATTACHMENT 2

**THE DIVERSION OF SPARES FROM BRITISH CONTRACTS
AND LEASO-LEASE REQUISITIONS.**

DECLASSIFIED
FOR
19/12/74
BY: [unclear]

The following examples are given to show what is occurring and the effect on the British programs.

2. Propeller Spares.

(a) Kittyhawk Propeller Spares (Curtiss) - Requisition 328 DA/A 550 (Air Corps Contract No. DA W535 AC 638) covered 15% spare parts provision for 560 aircraft off British Contract A-1835 delivered to Canada and Middle East between last August and December; contract was completed in December.

(b) A.A.F. have now instructed that these spares (delivery not yet commenced) are to be earmarked for Russia behind Kittyhawks being sent to them off Requisition 256 322 (for 1500 aircraft) because no contract had been placed for propeller spares for these aircraft.

(c) The matter was referred to B.A.O., Dayton, who reply that since they have a directive to send spares with the aircraft to Russia, they have no alternative but to divert as above.

(d) Our contention is that if we were consulted, we would have explained situation in Middle East and Canada and advised that these spares should be split as they represent 18 months' maintenance and were therefore adequate to keep all concerned supplied, until spares behind 256 322 become available.

3. Airframe Spares off British Contracts.

(a) Touchdown and Kittyhawk (Curtiss Contracts A-84 and A-1835). After months of difficulties with this firm in obtaining delivery of spares, they were coming along well until mid-December. At this point deliveries dropped off and have been very poor ever since. Many of the spares are months overdue to Middle East, U.K., and Russia.

The firm have admitted that this has been caused by "Air Corps pressure", and investigation has proved that items purchased out by Curtiss for delivery to us have been delivered elsewhere.

(b) ~~Aircraft~~. Deliveries off Contracts A-218 and A-1476 ceased in December and only recommenced in March after we had taken the question up with Material Division. This in spite of the fact that we had given up Contract A-1326 to the Air Corps for aircraft diverted to them.

This action has prevented our despatch of any spares to Russia for the last 300 aircraft sent there.

(c) We have similar information relating to firms on the West Coast, and there is no doubt that the chief cause of delayed deliveries against British orders is due to U.S. Government orders receiving preference and preference at the works.

DECLASSIFIED

- 2 -

(d) Attached is a graph showing the drop in spares deliveries since December.

4. Magneto Spares.

For all Allison engines already operating, Requisition 326 DA/A 96 (Contract DA W535 AC 115). Air Corps have appropriated 90% of the contract and diverted to Mobile Depot. This leaves us with no magneto spares in any command, and we have been waiting for these spares since last summer.

5. Balance Starter Spares.

Requisition 326 DA/A 41, Contract DA W535 AC 388 covers spares for all British aircraft and is our only main order. Ninety percent of this entire contract has been diverted and, although replacement is promised, this will be slow and uncertain. The effect is therefore most serious as we already have many aircraft grounded for these spares.

6. Carburettor Spares.

Requisition 326 DA/A 13, Contract DA W535 AC 169 covers spares for Havocs delivered last year.

Air Corps have diverted the entire contract to Ogden Depot, leaving aircraft in U.K. with no carburettor spares at all.

7. All Types of Engine Spares.

We are aware that spares are being diverted from our backlog Lead-Lease requisitions which cover the whole of the engines on British contracts and are up to a year overdue. We cannot obtain specific information, and this statement can only be based on falling off of deliveries.

8. Tools and Jigs.

Here again we know that diversions are taking place but cannot obtain details. Many of these items take months to obtain. Our orders cover the initial equipping of the many overseas bases and are already up to a year late.

One specific case is off 1009/H 15 (a Naval requisition) where the Navy took certain items and thereby wrecked 30 base tool kits for overhaul of Hamilton propellers.

9. General.

The above are representative of the several instances which are within our knowledge, but we have every reason to believe that material off our orders is being regularly diverted against orders being pressed through by the Air Corps, Navy, and civil concerns such as Douglas, Pan American, etc. We are unaware to what extent such diversions will be replaced or when, and the effect on our Commands will be very serious indeed.

22 April 1942

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9 Jan 80 Date 10/12/76

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APR 25 1942

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

Dear Air Marshal Brill:

The matter of diversions of aircraft and spares referred to in your letter of April 22, 1942 is of vital concern to me. I realize that there is not at this moment an adequate supply of spares. However, I am sure you are familiar with the action recently taken to insure concurrent delivery of spares and the making up of past deficits.

In regard to the Air Force taking a higher percentage of spares than originally ordered with the airplanes in those cases where the airplanes were originally intended for Britain but subsequently allocated to the Air Force, the policy was covered in instructions early in April to insure that only the percentage of spares procured with the airplane would be taken.

I am sure you realize the pressure being placed upon us to meet the U.S.S.R. commitments. Delivery of spares to U.S.S.R. is still in arrears and I am sure you have been reinforced as to the practice of supplying spares to Russia in advance of aircraft. The matter of priority of delivery of spares now in arrears was brought before the Munitions Assignment Committee (Air) today and at the next meeting it will be placed before the Munitions Assignment Board for decision.

In regard to diversions of airplanes without prior discussion and formal action, insofar as I can determine, there have been only two isolated cases; namely, the two LB-30's which were put on the Hawaii-Australia ferry run, and the case of the A-20's, due to the production schedule falling off, resulting in the necessary deferment of both United States and British deliveries to permit fulfillment of the Russian commitment. In both of these cases your people were informally cognizant of the situation.

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COPY FOR ARMY AIR FORCES

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I am having the specific cases in regard to spare parts referred to in your letter investigated and I will advise you further in this regard.

Meanwhile, you can be assured that I fully appreciate our obligation in these matters and will do everything possible towards an equitable and proper administration and distribution of spares.

Very truly yours,

~~SECRET~~
Sgt. H. H. Arnold
H. H. ARNOLD,
Lieutenant General, U.S.A.,
Commanding General, Army Air Forces.

Dispatched
Apr 25 1942
AAG

~~SECRET~~

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DECLASSIFIED
DDI 118
By: *AD/118* Date: *10/12/79*

Diversion of Aircraft from British Assignments.

2. General General 4-25
Meyers Arnold 1942.

1. Attached is draft of reply to Air Marshal Evill.

BEM

Incls.
m/c
Add. reply to D.C.S. Evill

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ASC 111 (RAF)

Telephone Hebart 1360

SECRET

Doc 72
Benjamin Franklin Station
Washington, D. C.

Royal Air Force Delegation
(British Air Commission)

22nd April, 1942.

Lieutenant General H. H. Arnold,
Chief of the Army Air Forces,
War Department,
Washington, D. C.

DECLASSIFIED
ICS Memo
8 Jan. 1975
By: *AD/118* Date: *01/27/76*

My dear Arnold,

I am becoming seriously worried over the situation arising from the various diversions of aircraft from British assignments and more still from the diversions and other losses of associated spares.

2. I fully recognise, of course, that any long term programme for the assignment of aircraft must be susceptible of adjustment in the light of changing strategical conditions. This can and should be done as a result of examination and discussion between interested parties as each case arises. We are about to review the whole of the next eighteen months' programme in this fashion and we can, whenever it becomes necessary, apply similar methods to any particular item. What we ought to avoid, however, are diversions made suddenly, or without notice, of which certain specific examples are detailed in Annexure 1. Such diversions are not merely a matter of inconvenience but a serious embarrassment to any operational Command which is dependent upon these aircraft supplies for the prosecution of operations upon which the Command is already committed. If these diversions assume substantial dimensions they must also ultimately dislocate the planned programme of expansion which involves the phasing of supplies with the training organisation, ground provision and man-power in support.

3. The loss of allocated spares is perhaps even more dangerous, largely because it is more difficult to detect and only becomes apparent in the theatre of operations when the resulting shortages gradually immobilise aircraft. Thus it may well bring about a complete failure in the maintenance of a type in the course of intensive operations.

4. There is, as you know, an acute shortage of spares which, on the most sanguine expectations, cannot be remedied for many months to come. The causes of this shortage are broadly as follows:-

- (a) The belated placing of contracts for spares for aircraft obtained under British contracts in the U.S.A. and now in service.

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- (b) The upward revision of the percentages of supporting spares required for U.S.A.A.C. maintenance which has resulted in the adoption of higher percentages than we have prescribed for our purposes.

5. The general shortages resulting from 4(a) can only be gradually repaired and while they continue they render even more serious the difficulties resulting from the state of affairs recorded in 4(b). The fact that the percentage of supporting spares required by the U.S.A.A.C. is higher than for the British means that whenever an aircraft originally ordered against British Lease/Lend requisitions is re-assigned to the U.S.A.A.C. it is transferred with the higher percentage of spares and the British allocations go twice short in consequence. It has already been recognized that this difference in standard percentages of spares must be ironed out. But while it persists it is very necessary that the allocation of spares in connection with diversions of aircraft shall be carefully regulated. It should, I suggest, be a recognized practice that aircraft are transferred with only that percentage of supporting spares with which they were originally ordered.

6. The difficulties of the situation have been aggravated by the practice of making a supply of spares to Russia in advance of aircraft, with the result that spares from British contracts and Lease/Lend requisitions intended to overtake the arrears position arising on British contract aircraft have been diverted to Russia, thus intensifying the deficiency of spares already overdue in respect of aircraft now in service overseas. In Annexure 2 details are given of a number of examples which demonstrate that this situation will become critical if allowed to continue.

7. The danger is well exemplified by the state of affairs in the Middle East where we at present have a disproportionately large number of unserviceable aircraft amongst our reserves. This fact is already known to you and you are kindly taking measure whereby you can assist with extra technical personnel to remedy this state of affairs. I am afraid, however, that such measures of assistance are bound to be ineffective unless an adequate supply of spares can also be assured. Tedder has recently drawn my attention to the fact that the serviceability of American types in his Command has been substantially reduced owing to the absence of the necessary spares. I have no doubt whatever that you recognize the risks of the situation in the Middle East and that you will do what is possible in the circumstances to see that shortages in aircraft and spares on British allocations to that theatre are not allowed further to aggravate the dangers of the situation.

8. I realize that the difficulties which I have outlined are largely inherent in the present situation, the tightness of the aircraft position, the shortage of spares and the general complication of the system whereby they are assigned and handled. They have been under frequent discussion between the R.A.F. staff and General Echols and General Killee, who have both been most helpful, and the former is, I understand, issuing instructions

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designed to remedy certain aspects of the present state of affairs. Additionally the Standardisation Sub-Committee of the Joint Aircraft Committee have taken action which has enabled plans to be made to overtake the arrears in spares deliveries during the next ten months. I feel, however, that by continued mutual examination of these problems still more could be done. Firstly by minimising the re-allocations of aircraft in the next few months and, secondly, by careful regulation of the allocation of spares over the same period so as to ensure that the essential requirements of operational theatres are receiving suitable priority and that the most is being made of our available supplies. In the end, it is all a question of priorities based on the necessities of the strategical situation, which is my reason for placing before you now a summary of our difficulties in the confidence that when you see the importance of their cumulative effect you will give us your support in the matter of general policy.

Yours sincerely,

/s/ D. C. S. Ewill

- Copy -

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ATTACHMENT I.

RECENT EXAMPLES OF DIVERSION OF AIRCRAFT AFTER ALLOCATION TO THE BRITISH.

A.20.A. 39 were allocated to the British in January 1942 under the Arnold/Porter agreement. A comparison of the Arnold/Porter allocations with actual and estimated deliveries, issued by the Materiel Command on April 9th, shows that only 22 are available for allocation to the British, of which 21 are stated to have been delivered to date, part of the deficit being accounted for by "delivery of 9 to Russia". British records, however, show that no more than 5 A.20.A have actually been handed over to the British in 1942. The net result was an unexpected loss of 17 A.20.A.

A.20.C. Under the Arnold/Porter agreement the following allocations of A.20.B's and A.20.C's were made to the British:-

	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
A.20.B.	-	25	30	30	-	-	-	-	-	-	-	85
A.20.C.	15	-	-	-	-	-	-	30	30	-	-	75

At the meeting of the Munitions Assignments Committee (Air) on March 27th the Materiel Command put forward Case No. 25 in which they requested that, to save time spent in modifications, the 85 A.20.B's should be given to the U.S. Army in exchange for 45 A.20.C airplanes allocated to the U.S. Army in the months of February and March and 22 airplanes from the 150 A.20.C's allocated to the U.S. Army in October 1942. The proposal was agreed to by the British as, notwithstanding the late date by which the exchange will be completed, it represented a saving in time spent in modifications to the British as well as to the Americans and the case was accordingly approved by W.A.C. (Air).

On April 10th, however, British representatives at Wright Field were informed by Colonel Hane of the Defense Aid Organization that all previous instructions regarding allocation of A.20.B and A.20.C airplanes were to be cancelled and that all available A.20.C airplanes were to be delivered to Russia. The net result has been an unexpected loss of 78 A.20.C's.

P.40.E. Under the Arnold/Porter agreement 1,184 P.40.E's were allocated to the British in 1942. In the comparison of the Arnold/Porter allocations with actual and estimated deliveries, issued by the Materiel Command on April 9th, a revised allocation to the British in 1942 of 1,108 is shown, the difference of 76 being attributed therein not to any falling off in production expectations but to the following causes:-

- (a) 24 P.40.E's having been allocated as P.40.E's.
- (b) Allocation of 10 P.40.E's to Army.
- (c) Allocation of 41 P.40.E's to "Olive".
- (d) Cancellation of 1 P.40.E from programme.

The precise period when the re-allocations in (b) and (c) were or are to be effected is not apparent in the document referred to.

LB.30 On February 24th the Munitions Assignments Committee (Air) approved an amendment of the Arnold/Porter agreement whereby the British were allocated 30 LB.30's (Liberator II) in February and March in place of an equivalent number of B.24.D's. Two of the LB.30's notified to the British as being involved in this exchange - AL 598 and AL 601 - were diverted to the U.S. Army and have not been handed over to the British.

22nd April, 1942.

ATTACHMENT 2.

~~SECRET~~

**THE DIVERSION OF SPARES FROM BRITISH CONTRACTS
AND LEASE-LEASE REQUISITIONS.**

The following examples are given to show what is occurring and the effect on the British programs.

2. Propeller Spares.

(a) Kittyhawk Propeller Spares (Curtiss) - Requisition 326 DA/A 596 (Air Corps Contract No. DA W535 AC 638) covered 15% spare parts provision for 560 aircraft off British Contract A-1835 delivered to Canada and Middle East between last August and December; contract was completed in December.

(b) A.A.F. have now instructed that these spares (delivery not yet commenced) are to be earmarked for Russia behind Kittyhawks being sent to them off Requisition HSC 322 (for 1900 aircraft) because no contract had been placed for propeller spares for these aircraft.

(c) The matter was referred to B.A.C., Dayton, who reply that since they have a directive to send spares with the aircraft to Russia, they have no alternative but to divert as above.

(d) Our contention is that if we were consulted, we could have explained situation in Middle East and Canada and advised that these spares should be split as they represent 18 months' maintenance and were therefore adequate to keep all concerned supplied, until spares behind HSC 322 become available.

3. Airframe Spares off British Contracts.

(a) Tomhawk and Kittyhawk (Curtiss Contracts A-84 and A-1835). After months of difficulties with this firm in obtaining delivery of spares, they were coming along well until mid-December. At this point deliveries dropped off and have been very poor ever since. Many of the spares are months overdue to Middle East, U.K., and Russia.

The firm have admitted that this has been caused by "Air Corps pressure", and investigation has proved that items purchased out by Curtiss for delivery to us have been delivered elsewhere.

(b) ~~Airframe~~. Deliveries off Contracts A-218 and A-1476 ceased in December and only recommenced in March after we had taken the question up with Material Division. This in spite of the fact that we had given up Contract A-1526 to the Air Corps for aircraft diverted to them.

This action has prevented our despatch of any spares to Russia for the last 300 aircraft sent there.

(c) We have similar information relating to firms on the West Coast, and there is no doubt that the chief cause of delayed deliveries against British orders is due to U.S. Government orders receiving pressure and preference at the works.

~~SECRET~~

(d) Attached is a graph showing the drop in spares deliveries since December.

4. Magneto Spares.

For all Allison engines already operating, Requisition 326 DA/A 96 (Contract DA W535 AC 115). Air Corps have appropriated 90% of the contract and diverted to Mobile Depot. This leaves us with no magneto spares in any command, and we have been waiting for these spares since last summer.

5. Helium Starter Spares.

Requisition 326 DA/A 41, Contract DA W535 AC 388 covers spares for all British aircraft and is our only main order. Ninety percent of this entire contract has been diverted and, although replacement is promised, this will be slow and uncertain. The effect is therefore most serious as we already have many aircraft grounded for these spares.

6. Carburettor Spares.

Requisition 326 DA/A 13, Contract DA W535 AC 169 covers spares for Havocs delivered last year.

Air Corps have diverted the entire contract to Ogden Depot, leaving aircraft in U.K. with no carburettor spares at all.

7. All Types of Engine Spares.

We are aware that spares are being diverted from our backlog Lease-Lease requisitions which cover the whole of the engines on British contracts and are up to a year overdue. We cannot obtain specific information, and this statement can only be based on falling off of deliveries.

8. Tools and Jigs.

Here again we know that diversions are taking place but cannot obtain details. Many of these items take months to obtain. Our orders cover the initial equipping of the many overseas bases and are already up to a year late.

One specific case is off 1009/N 15 (a Naval requisition) where the Navy took certain items and thereby wrecked 30 base tool kits for overhaul of Hamilton propellers.

9. General.

The above are representative of the several instances which are within our knowledge, but we have every reason to believe that material off our orders is being regularly diverted against orders being pressed through by the Air Corps, Navy, and civil concerns such as Douglas, Pan American, etc. We are unaware to what extent such diversions will be replaced or when, and the effect on our Commands will be very serious indeed.

22nd April, 1942

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S. INC. & 257/1000 1074

141776

Communications Covering Staging Points and Route for Movement of Aircraft.

1. AFCAS APTSC 1942
4-13

1. I am under the impression that you have discussed with General Arnold the provision of adequate communications covering staging points and the route for movement of aircraft to U.K. via Northwest River, Greenland and Iceland. If this is not in hand, it is desired that you see me.

M.F.H.
AFCAS

Dispatched
APR 14 1942
AAG

452.1 England
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Rev. 4/23/43 England

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