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Henry H. Arnold

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HENRY HARLEY ARNOLD

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DECLASSIFIED

DOD Hqs

8 Jan & 20 June 1975

By: *dm* Date: 10/12/76

JCS Memo

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Aircraft Losses and Loss Rate Per U.E. in Eighth Air Force.

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

DECLASSIFIED
 OOO Hrs.

DATE 31 August 1943

COMMENT NO. 1
 GED/abh 73891

8 Jan. 6 30 June 1976

By: *da/da* J.C. Date: *9/2/76*

1. In accordance with your request, Aircraft losses in U.K. are shown on the inclosures for H/B, M/B, and Fighter units based in U.K. The tables show losses broken down by months in 1943, and whether or not losses occurred on Combat Missions. In addition, losses are shown as a percent of Unit Equipment.

2. Similar tables could be prepared for other theaters if desired.

3 Incl.
 3 Charts

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

file

file
9/1/43

DECLASSIFIED

RAF 452.1 Eng. 280

~~SECRET~~
Auth: G. G., AAF
Date: 31/8/43
Initials: J.O.W.

DECLASSIFIED
DDO ltrs
8 Jan. & 20 June 1974
By ALW/SL JG, Date 12-12-76

HEAVY BOMBER LOSSES IN U.K.

Month 1943	Losses on Com- bat Missions		Other Losses In Theater**		Total Thea- ter Losses**		U. K.	
	Airplanes	% U.K.	Airplanes	% U.K.	Airplanes	% U.K.	Ops.	Total U.K.
Jan	13	6.2	10	4.8	23	11.0	6	210
Feb	27	12.9	13	6.2	40	19.1	6	210
Mar	24	9.8	0	-	24	9.8	7	245
Apr	28	11.4	2	.8	30	12.2	7	245
May	69	16.4	8	1.9	77	18.3	12	420
June	90	17.1	6	1.2	96	18.3	15	525
July	111	19.8	8	1.4	119	21.2	16	560
Aug	102*	18.2	24	4.3	126*	22.5	16	560
Total	464	15.6%	71	2.4%	535	18.0%		

* Tentative thru 27 August 1943

** Gains from salvage are deducted from total losses shown.

Statistical Control Division
Office of Management Control
31 August 1943

~~SECRET~~

~~SECRET~~
Auth: C.G., AAF
Date: 31/8/43
Initials: J.O.W.

DECLASSIFIED
DDO Hqs.
8 Jan. & 20 June 1974
By: AIA/OC JG, Date: 8-12-76

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MEDIUM BOMBER LOSSES IN U.K.

Month 1943	Losses on Com- bat Missions		Other Losses In Theater*		Total Thea- ter Losses*		U. E.	
	Airplanes	% U.E.	Airplanes	% U.E.	Airplanes	% U.E.	Ops.	Total U.E.
Jan	-	-	-	-	-	-	-	-
Feb	-	-	-	-	-	-	-	-
Mar	0	0	0	0	0	0	1	57
Apr	0	0	1	1.8	1	1.8	1	57
May	11	19.3	1	1.8	12	21.1	1	57
June	0	0	0	0	0	0	3	171
Total	11	3.2%	2	.6%	13	3.8%		

* Gains from salvage are deducted from total losses shown.

Statistical Control Division
Office of Management Control
31 August 1943

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SECRET
Auth: C.G., AAF
Date: 31/8/43
Initials: J.O.W.

DECLASSIFIED

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900 hrs

8 Jan. & 20 June 1944

By: AAF / O.G. JC. Date: 18-12-76

FIGHTER LOSSES IN U.K.

Month 1943	Losses on Com- bat Missions		Other Losses In Theater*		Total Thea- ter Losses*		U. E.	
	Airplanes	% U.E.	Airplanes	% U.E.	Airplanes	% U.E.	Ops.	Total U.E.
Jan	2	.5	9	2.4	11	2.9	5	375
Feb	2	.9	13	5.8	15	6.7	3	225
Mar	1	.4	9	4.0	10	4.4	3	225
Apr	7	3.1	13	5.8	20	8.9	3	225
May	11	4.9	8	3.5	19	8.4	3	225
June	12	4.0	2	.7	14	4.7	4	300
Total	35	<u>2.2%</u>	54	<u>3.4%</u>	89	5.6%		

* Gains from salvage are deducted from total losses shown.

Statistical Control Division
Office of Management Control
31 August 1943

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DOO lrs

8 Jan & 20 June 1974

By AL/OC LC Date 10-12-74

Brewster 340 and Mosquito Airplane.

Asst. Chief of Air Staff, Plans ATTENTION: Colonel Langmead

4 September 43

Chief of the Air Staff.

2
MAL/mdg/5265

1. The attached memorandum was signed by General Giles but has not, as yet, been dispatched for the following reasons:

Immediately upon signing the memorandum, the thought occurred to General Giles that maybe we ought to get rid of the 150 Brewster 340's (Bermudas) which we are obtaining from the British. While General Giles feels that we should obtain all the Mosquitos possible, he does not foresee an urgent requirement for the Bermudas. He further pointed out that we have been giving away a good part of our dive bombers and consequently thinks that maybe the Bermudas will simply aggravate the problem. He also noted that the addition of another type will further complicate the supply and maintenance problem. Your suggestion that if these airplanes cannot be used for tow target work, they be used in training of mechanics, appeared to General Giles as a very expensive way to procure training equipment.

2. Your further comments on this problem are desired.

Dispatched
5 SEP 1943
AAG

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

Incl. n/c

1-2nd notebook

452.1 Eng

518 (275)

File
gsk
4/12/43

DECLASSIFIED

SECRET

Ans As 452.1 Eng (279)

DECLASSIFIED

DDO HUS

8 Jan. & 20 June 1974

By: AIN/AGC, Date: 12-2-76

~~CONFIDENTIAL~~

Removal of Camouflage Paint from Fighters Destined for Eighth Air Force

- (1) Deputy Chief of Air Staff (Gen. Perrin) FOR APPROVAL
- (2) Asst C/AS, MM&D, Materiel Division, Production Branch

3 Nov 1943

Asst C/AS, O&R, Requirements Division

Capt McKay/mf/72673

1

1. Reference is made to Cablegram #E-5520, dated 29 October 1943, from London.

2. It is requested that action be initiated to remove camouflage paint from P-38, P-47, P-51, and P-53 type aircraft destined for the Eighth Air Force in all instances, except when a delay in scheduled deliveries would result therefrom.

Reconnaissance By _____

MORRIS R. NELSON

Fighter & Air Defense By _____

Colonel, Air Corps

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

DATE 12 Nov 43

FROM: Deputy Chief of the Air Staff

COMMENT NO. 2

JRB/ee/73691

Action recommended in paragraph 2, item 1, approved.

Dispatched
12 Nov 1943
AGC

H. A. CRAIG,
Brig. General, U.S. Army,
Acting Deputy Chief of Air Staff.

Handwritten: OMB 452.1 Eng. 278

Handwritten: File Ce 11/12/43

~~CONFIDENTIAL~~

Handwritten: OMB 452.1 Eng 302

DECLASSIFIED

DDO ltr

8 Jan 40 20 Jan 1974

By DAVID S. GILG, Date 10-12-76

DECLASSIFIED

Wm: 30 Aug 1943

AFAPF
ECL:mcw
71127

SEP 1943

Air Marshal W. L. Walsh,
British Joint Staff Mission,
Office of the Combined Chiefs of Staff,
Washington, D. C.

My dear Walsh:

In the recent discussions with Courtney I matched his bids with my offers in all cases except in those few instances where uncertain production prospects or the demands of our own program made such action impractical. I know that you and Courtney feel well pleased with the aircraft allocations which have been established for the Royal Air Force.

My thinking on strategy and tactics has lead me to the same conclusion which has been reached by the Chief of the British Air Staff, namely, " - - - we shall need more long range bomber squadrons and less of the shorter range types such as fighters and light bombers - - -." I am particularly concerned about the volume of our fighter production as now scheduled for 1944. For the medium bomber production my decision has been made. We are beginning to curtail production and are studying the advisability of converting groups which are at present equipped with medium bombers to heavy bomber groups in 1944 if the production and attrition factors combine to make such action possible.

I will keep your suggestion in mind and will have, for the November conference, some detailed data on what can be done in the matter of providing for the Royal Air Force additional B-24's for the purpose of re-equipping Royal Air Force medium or light bomber squadrons.

Sincerely yours,

Berney M. Giles

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

File
9/12/43
Disseminated
2 Sep 1944

DECLASSIFIED

Att 43 152.1 10-9-59

43-21 Encl 245

COPY

DECLASSIFIED

DDO 112

8 JAN 6 20 1968

By ~~SECRET~~ ~~CONFIDENTIAL~~
A11111111

~~SECRET~~

wtm: 8/7/43

To:

Gen Kuter for
prep of reply for
Gen A's sign.

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

Air Staff

PERSONAL.

2 August 1943

My dear General

The Chief of the Air Staff has asked me to pass you the following message:-

"Courtney has now given me a full account of the discussions in Washington leading up to the new agreement about allocations to the R.A.F. in 1943 and the first half of 1944. While there are bound to be difficulties about certain types, I fully realise how far you have gone to meet us and I am most grateful for all your help to the Royal Air Force.

"The tremendous changes which have occurred in the Mediterranean are bound to react on the kind of force we shall need in that theatre. We can now look forward to extending the platform for bombing Germany by the use of bases in Northern Italy. In order to exploit this development to the full and to make the best use of trained personnel now in the theatre, it may well be that we shall need more long range bomber squadrons and less of the shorter range types such as fighters and light bombers for which there may be less scope. In that event I should hope it would be possible for the R.A.F. to turn over to daylight bombing using Liberators and we should want your help in applying the tactics which you have developed.

"I look forward to discussing the whole of this subject with you in the near future and I mention the heavy bomber part now because I would like you to be turning over in your mind the possibility of our participating at the earliest possible stage in any surplus of American heavy bombers which may accrue in 1944 over and above existing requirements and commitments."

Yours sincerely,

(S)

W. L. WELSH,
Air Marshal.

General H. H. Arnold (S)
Commanding General, Army Air Forces,
Pentagon Building.

DECLASSIFIED

~~CONFIDENTIAL~~

~~RELEASSED~~

DECLASSIFIED
DDO IUS

8 Jan. & 20 June 1974

By SP-12/SG-1C, Date 10-12-74

*James J. ...
Equipment*

B-17 and B-24 Airplanes with Nose Turrets:

8/13/43

OC & R

General Giles

1

I have been informed that B-17 and B-24 airplanes with nose turrets have been sent to the 2nd Air Force for training.

It is desired that every effort be made to send all airplanes equipped with nose turrets to the U.K. as soon as possible.

Look into this matter with a view of sending these airplanes over equipped with nose turrets, bring back the older B-17s and B-24s from England and North Africa and give them to the training establishments and defense commands.

B.M.G.

nd

B. Redmond

Rec'd 8-13-43

452.1 Eng (277)

~~CONFIDENTIAL~~

*File
AC*

452.1

Eng.

(277)

~~SECRET~~

~~SECRET~~

DECLASSIFIED

DOD Hqs.

8 Jan & 20 June 1974

By SP-1/BJG, Date 10-12-76

27 August 1943

MEMORANDUM FOR THE RECORD:

SUBJECT: General Baker's Use of Fighter Aircraft

1. The attached file is to be filed at the direction of General Giles.
2. The proposed letter to Major General Ira C. Baker was not sent. See note of General Giles thereon.

J. R. Brewer
 J. R. BREWER
 Major, Air Corps
 Asst Secretary, Air Staff

452.1 England

(276)

*File
 8/28/43*

~~SECRET~~

452.1 Eng (276)

DECLASSIFIED
DDO 105

HEADQUARTERS ARMY AIR FORCES

SECRET

TALLY NO.	
FILE NO.	

8 Jan. & 20 June 1974

ROUTING AND RECORD SHEET

By (SAC) Date

DECLASSIFIED

SUBJECT: General Eaker's use of Fighter Aircraft

TO: AC/AS, Operations, Commitments & Requirements DATE 19 Aug 43

FROM: Deputy Chief of the Air Staff COMMENT NO. 3

MAL/ee/2565 5-6

H/S

1. The Chief of the Air Staff has noted your Comment #2 above and states that it does not satisfactorily meet the requirement directed by Paragraph 1, Comment 1.

2. General Giles desires a letter sent to General Eaker raising the question of the necessity for furnishing a 50% reserve in fighter aircraft when only 2/3 of the aircraft basically assigned to the organization is operated.

MAL

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

To: Deputy Chief of the Air Staff (General Hall) Date 23 Aug 43

From: Asst C/AS, Operations, Commitments and Requirements Comment No. 4

Col Wise:sjp 72429

Paragraph 2 of Comment No. 3 complied with. Letter to Gen. Eaker is forwarded for General Giles' signature.

HAC

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

Incl.
Lr to Gen. Eaker
for Gen. Giles' signature

Fighter & Air-Defense Branch *over*
Requirements Division *still believe* this letter if dispatched will result in gen. Eaker asking for more personnel. The 2gdn. T.O. is designed for the operation of 16 airplanes not 25.

M.E. Goss

SECRET

Auth 452-16 Aug 43 296

SECRET

DECLASSIFIED

000 hrs

8 Jan. & 20 June 1974

SP. ALU/86 JG. Dec. 18-12-76

Gen. Baker's Use of Fighter Aircraft

To: Deputy Chief of the Air Staff (General Hall)
From: Asst C/AS, Operations, Commitments and Requirements

Date 23 Aug 48

Comment No. 4
Col Viscisajp 72429

Paragraph 2 of Comment No. 2 complied with. Letter to Gen. Baker is forwarded for General Giles' signature.

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

Incl.
Lr to Gen. Baker
for Gen. Giles' signature

Fighter & Air Defense Branch
Requirements Division

SECRET

DECLASSIFIED

DD Form 1

8 Jan. & 30 June 1976

By ALC/RS JG Data 12-76

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

~~SECRET~~

SUBJECT: General Eaker's use of Fighter Aircraft

TO: Assistant Chief of Air Staff, Operations, Commitments and Requirements

FROM: Deputy Chief of the Air Staff

DATE 8-12-43

COMMENT NO. 1
WEH:JT 5246

1. General Giles directs that your office prepare a letter to General Eaker asking why each fighter squadron fights only sixteen airplanes when it has twenty-five assigned backed up by a 50% reserve.

2. Report that the above procedure is being followed was made to General Arnold yesterday by General Meyers as a result of his recent visit to the U.K.

WEH

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

TO: Deputy Chief of Air Staff (Attention: General Hall)

Date 17 August 1943

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

Comment No. 2
Col. Wise/mar/72429

1. Established policy for Fighter Units calls for the normal operation of only sixteen of the twenty-five airplanes assigned. The Table of Organization for a Fighter Squadron is so designed and does not contain sufficient pilots for day-to-day operation of more than sixteen airplanes. The remaining nine of the twenty-five assigned airplanes are considered to be those available for maintenance and to act as spares. The operation of only sixteen airplanes makes it possible to provide rest periods, leave, and to account for absences due to sickness and other causes, which would not be the case if a greater number of airplanes were normally operated.

2. It is the understanding of this office that the fifty percent reserve was established as a replacement fund of airplanes to be drawn upon only when shortages of assigned airplanes existed within the combat units.

3. In view of the above, it is recommended that no communication on this subject be sent to General Eaker.

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

AMW
Fighter and Air Defense Br. *AMW*
Requirements Division *William E. Hall*

~~SECRET~~*aw ab 4021 Eng (276)*

~~SECRET~~

Declassified

DDO lvs.

8 Jan. & 20 June 1974

Revised SEC. Data 1-12-76

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

Maj. General Ira C. Eaker
Commanding General, Eighth Air Force
c/o Postmaster
New York, N. Y.

Dear Ira:

General Meyers, recently returned from the U.K., reports that only sixteen of the twenty-five airplanes assigned to each squadron in the VIII Fighter Command are normally operated on combat missions.

The present policy is to back up the assigned airplane strength with a 50% reserve. Since only two-thirds of the assigned aircraft are being flown, there is automatically a "reserve," in the squadron, of more than 50% of the number actually being operated. Is it necessary, then, to provide an additional reserve equal to 50% of the assigned airplane strength? Such procedure provides, in effect, and based on the number of airplanes actually operated, a reserve of 133%, which may be considered excessive.

Your comments are requested as to the practicability of operating more than sixteen airplanes per squadron, as well as to the strength of the reserve that should be established.

Sincerely yours,

*Gen Amused
is going over
very shortly
Can see this*

BME



RELEASSED

SECRET

DECLASSIFIED

DDO lrs

8 Jan. & 30 June 1974

By ALN/RC LC, Date 12-17-74**SECRET****SECRET**

AFRAD/F

Col Wise:jsj 72429

Maj. General Ira C. Baker
 Commanding General, Eighth Air Force
 c/o Postmaster
 New York, N. Y.

Dear Ira:

General Meyers, recently returned from the U.K., reports that only sixteen of the twenty-five airplanes assigned to each squadron in the VIII Fighter Command are actually operated on combat missions.

The present policy is to back up the assigned airplane strength with a 50% reserve. Since only two-thirds of the assigned aircraft are being flown, there is automatically a "reserve," in the squadron, of more than 50% of the number actually being operated. Is it necessary, then, to provide an additional reserve equal to 50% of the assigned airplane strength? Such procedure provides, in effect, and based on the number of airplanes actually operated, a reserve of 150%, which may be considered excessive.

Your comments are requested as to the practicability of operating more than sixteen airplanes per squadron, as well as to the strength of the reserve that should be established.

Sincerely yours,

OFFICE SYMBOL	1 AFRAD	2 AFRBQ	3 AFOCR	4	5	6
SIGNATURE OF RESPONSIBLE OFFICER	<i>[Signature]</i>					
INTERNAL OFFICE COORDINATION	<i>[Signature]</i>					

SECRET

DECLASSIFIED

DOO ltr.

8 Jan. & 20 June 1974

By 10-18-76 IC, Date 10-18-76
DLN/AG

Gen. Baker's Use of Fighter Aircraft

~~SECRET~~

To: Deputy Chief of the Air Staff (General Hall) Date 23 Aug 45
From: Asst C/AS, Operations, Commitments and Requirements Comment No. 4
Col Vice:ajp 75429

Paragraph 2 of Comment No. 3 complied with. Letter to Gen. Baker is forwarded for General Giles' signature.

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

Incl.
Lr to Gen. Baker
for Gen. Giles' signature

Fighter & Air Defense Branch _____
Requirements Division _____

~~SECRET~~

Cy for AFOR

DECLASSIFIED

DDO ltrs

8 Jan. & 20 June 1984

By Ally/EC, LC, Dec 19-12-76

SECRET

AFRAD/T

Col Wiseiajp 72429

Maj. General Ira C. Baker
Commanding General, Eighth Air Force
c/o Postmaster
New York, N. Y.

Dear Ira:

General Meyers, recently returned from the U.K., reports that only sixteen of the twenty-five airplanes assigned to each squadron in the VIII Fighter Command are normally operated on combat missions.

The present policy is to back up the assigned airplane strength with a 50% reserve. Since only two-thirds of the assigned aircraft are being flown, there is automatically a "reserve," in the squadron, of more than 50% of the number actually being operated. Is it necessary, then, to provide an additional reserve equal to 50% of the assigned airplane strength? Such procedure provides, in effect, and based on the number of airplanes actually operated, a reserve of 150%, which may be considered excessive.

Your comments are requested as to the practicability of operating more than sixteen airplanes per squadron, as well as to the strength of the reserve that should be established.

Sincerely yours,

AFRAD

AFREQ

AFOR

SECRET

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DDO HRS.

8 Jan. & 20 June 1974

By AS-1/EG J.C. Dem. 10 12-74

General Eaker's Use of Fighter Aircraft

SECRET
DECLASSIFIED

TO: Deputy Chief of Air Staff (Attention: General Hall)

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

Date 17 August 1943

Comment No. 2
Col. Wise/mar/7243

1. Established policy for Fighter Units calls for the normal operation of only sixteen of the twenty-five airplanes assigned. The Table of Organization for a Fighter Squadron is so designed and does not contain sufficient pilots for day-to-day operation of more than sixteen airplanes. The remaining nine of the twenty-five assigned airplanes are considered to be those available for maintenance and to act as spares. The operation of only sixteen airplanes makes it possible to provide rest periods, leave, and to account for absences due to sickness and other causes, which would not be the case if a greater number of airplanes were normally operated.

2. It is the understanding of this office that the fifty percent reserve was established as a replacement fund of airplanes to be drawn upon only when shortages of assigned airplanes existed within the combat units.

3. In view of the above, it is recommended that no communication on this subject be sent to General Eaker.

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

Fighter and Air Defense Br. _____
Requirements Division _____

SECRET
DECLASSIFIED

DECLASSIFIED

8 Jan. & 20 June 1984
By: A12/26 JG, Date: 12-12-76

DECLASSIFIED

AFRAD/T
Col Vlocajz 72429

Maj. General Ira C. Meyer
Commanding General, Eighth Air Force
c/o Postmaster
New York, N. Y.

Dear Ira:

General Meyer, recently returned from the U.K., reports that only sixteen of the twenty-five airplanes assigned to each squadron in the VIII Fighter Command are normally operated on combat missions.

The present policy is to back up the assigned airplane strength with a 50% reserve. Since only two-thirds of the assigned aircraft are being flown, there is automatically a "reserve," in the squadron, of more than 50% of the number actually being operated. Is it necessary, then, to provide an additional reserve equal to 50% of the assigned airplane strength? Such procedure provides, in effect, and based on the number of airplanes actually operated, a reserve of 150%, which may be considered excessive.

Your comments are requested as to the practicability of operating more than sixteen airplanes per squadron, as well as to the strength of the reserve that should be established.

Sincerely yours,

AFRAD

AFREQ

AFOCR

SECRET

Copy for Gen. Meyer

DECLASSIFIED

DDO HRS.

8 Jan. & 20 June 1974

By ALM/ALC (JC); Date 10-12-74

SECRET

RELEASABLE

General Baker's use of Fighter Aircraft

AC/AS, Operations, Commitments & Requirements

19 Aug 43

Deputy Chief of the Air Staff

MAL/oo/2865

3

1. The Chief of the Air Staff has noted your Comment (S) above and states that it does not satisfactorily meet the requirement directed by Paragraph 1, Comment 1.

2. General Giles desires a letter sent to General Baker raising the question of the necessity for furnishing a 50% reserve in fighter aircraft when only 2/3 of the aircraft basically assigned to the organization is operated.

Dispatched

20 AUG 1943

AAH

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

HS 2.1 Eng. (276)

File
20 Aug 43

SECRET

MAIL 452.1 Eng. (276)

~~SECRET~~

DECLASSIFIED
DOO 115.

8 Jan 4 30 June 1974

Dr. ALN / 0610 Date 12-11-76

DECLASSIFIED

General Hayer's use of Fighter Aircraft

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

8-12-43

WHB:JT 5206

1. General Miles directs that your office prepare a letter to General Hayer asking why each fighter squadron fights only sixteen airplanes when it has twenty-five assigned backed up by a 50% reserve.

2. Report that the above procedure is being followed was made to General Arnold yesterday by General Hayer as a result of his recent visit to the U.K.

Dispatched
12 AUG 1943
AGG

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

airasrso/EG
276

File Aug 43
airasrso/EG

DECLASSIFIED
SECRET

airasrso/EG (276)

SECRET

DECLASSIFIED
000 89
6 Jan 6 20 Jan 1976
By: 1283/30/100/1000/1000/1000

July 31, 1945.

Brig. General W. E. Farthing,
Commanding General, H. Y. Air Service Post Area Command,
Newark Army Air Field,
Newark, 5, New Jersey.

Dear Farthing,

Reference the note I sent to you the other day, I have come across a telephone conversation between Washington and London, regarding tanker assignment of aircraft to U. K. I think that this will probably answer all the questions and take care of all the difficulties that you referred to in your letter. You have in all probability already received a copy of this, but just to be sure, I am sending this one along to you.

If there is anything else we can do, let us know.

Sincerely,

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

Incl:
Cy. No. 19, Mins.
of Conf. Bdm.
Gens. Ross and
Wylie, 7/28/45.

Dispatched
31 JUL 1945
AMG

DECLASSIFIED
SECRET

*Full
219, July 45
Copy for Miss [unclear]
219 150, 1 Aug 1945*

219 28 150, 1 Aug 1945

~~SECRET~~

DECLASSIFIED
DDO IDS

8 Jan 4 20 June 1974

By ASST/AFSA/DC/DA/18-12-74

Fighter Requirements in U.K.

AC/AS, OCSB

26 August 1943

Deputy Chief of Air Staff

ESP/ova/6371 ⁵

1. Note General Giles' approval to attached plan submitted by Assistant Chief of Air Staff, Plans.
2. General Giles further desires that sufficient long range P-51's be Twelfth Air Force commitments and Third Air Force commitments (fighter and reconnaissance balanced) to furnish enough airplanes to re-equip one P-47 group now in U.K. during the remainder of 1943.
3. Please give me your plan for accomplishing this.

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

2 incls n/c

Dispatched
26 AUG 1943
AAG

File
SK
8/26/43

DECLASSIFIED

(294)

776-452.1 P. 1

SECRET

See also 452.1 P. 1 (274)

~~SECRET~~

~~DECLASSIFIED~~

DECLASSIFIED

DDO WTS

8 Jan. & 27 June 1994

OP. AUTH. / CAS. / C. / D. / 11-12-76

Fighter Requirements in U.K.

AG/AS, Operations, Commitments & Requirements

Chief of the Air Staff

21 Aug 43

3

Your comments reference the attached plan are requested.

Incls:
m/c

Dispatched
22 AUG 1943
AAG

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

452.1 Eng (274)

X

~~DECLASSIFIED~~
~~SECRET~~

File
u 22 Aug 43

452.1 Eng (274)

SECRET

RECLASSIFIED

DECLASSIFIED

DDO No.

8 Jan. & 20 June 1974

BR 411-80 JC. 100.1-15-74

Fighter Requirements in U.I.

AG/AS, Plans

15 August 1943

Deputy Chief of Air Staff

EW/ova/6971

1

1. General Miles directs that a study and plan be made to furnish fighter protection concurrently with the heavy bombers scheduled for U.I. This study should show what projects or commitments, if any, will have to be curtailed. The total of 20 fighter groups must be furnished U.I. as rapidly as possible. Bombers are not much good unless they can get back to their base.

2. The policy regarding the reconnaissance program will be modified as follows:

"The reconnaissance program will be given priority less than our heavy bomber units involved in the Combined Bomber Offensive against Germany, but above all other Army Air Force activities. However, no fighter aircraft which would directly benefit the Combined Bomber Offensive will be diverted to reconnaissance activities in inactive theaters or the zone of interior, except those necessary to sustain reconnaissance units operating with ground troops who are in contact with the enemy."

1 incl
SECRET copy for CAS
from Gen. Fisher dtd
27 Jul 43, same subj,
w/3 incls

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

Dispatched
16 AUG 1943
EWE

RECLASSIFIED

SECRET

*File Aug 43
21/6 Aug 43*

*Ab 452-18 Eng (274)
Curtis*

452-1 Eng (274)

DECLASSIFIED
DDO ltr.

8 Jan. & 20 June 1974

By SP-1/SG-1C, Date 12-12-76

HEADQUARTERS ARMY AIR FORCES

SECRET

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: **Aircraft Allocations to U.K. - July 1943**
(Signed July 9, 1943)

TO: **The Air Adjutant General**
FROM: **Asst. Chief of Air Staff, Plans.**

DATE *12 July 43*

COMMENT NO. 1
DSB:mnh 71127

1. Forwarded herewith, for your record and file, is the original signed copy of agreement between representatives of the Royal Air Force, the Royal Navy, the Army Air Forces, and the United States Navy, concerning allocations to the United Kingdom.

1/Incl - as mentioned above.

w/2 attachments -

#1 - British bid for A/C
dtd 6/27/43,

#2 - British statement re
Mosquitoes for USAAF
dtd 7/6/43.

for *DS Blossom*
L. S. KUTER,
Brigadier General, U.S.A.

12 July 43
File in Room 3E 1047 by direction of Col. Cooley;
W. Gray

JUL 12 43 PM



RECEIVED
Air Adjutant General

SECRET

All papers relating to
AIRCRAFT ALLOCATIONS TO U. K. - June 1943
(signed July 9, 1943)

~~filed in folder in Colonel Lewis' Safe.~~

filed behind file 452.1 England.

2
Air ac 452.1 Eng (293)

DECLASSIFIED
000 hrs.

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

SECRET

TALLY NO.	<i>RIC</i>
FILE NO.	

8 Jan. & 30 June 1974

By *AGC*, Date *12-76*

SUBJECT: P-47 Operations in England.

TO: General Giles

DATE 6/22/43

FROM: General Arnold

COMMENT NO. 1

Attached are Mr. Lovett's comments on the P-47 situation in England. This brings to my mind very clearly the absolute necessity for building a fighter airplane that can go in and come out with the bombers. Moreover, this fighter has got to go into Germany. Perhaps we can modify some existing type to do the job. The P-38 has been doing a fine job from North Africa in escorting our B-17's 400 miles or more. Whether this airplane can furnish the same close escort against the GAF on the Western Front is debatable. Our fighter people in U.K. claim that they can't stay with the bombers because they are too slow and because they (the fighters) must have top speed by the time they hit the coast. The P-38 is notable for its poor acceleration, so perhaps it too will not be able to furnish close escort and be able to meet the FW's and 109's. About six months remain before deep daylight penetration of Germany begins. Within this next six months, you have got to get a fighter that can protect our bombers. Whether you use an existing type or have to start from scratch is your problem.

Get to work on this right away because by January, '44, I want fighter escort for all of our bombers from U.K. into Germany.

[Signature]
A.F.A.

Incl: Cpy of Memo for CG/AAF
frn Mr. Lovett, 6/18/43
re above subj.

Date: 5 July 43

To: General Arnold

Comment No. 2
Col Griswold:ajp 72423

From: General Giles

7/17/43
comment #3
To: AGAS

1. Action has been under way for some time to correct the majority of P-47 deficiencies indicated in Mr. Lovett's letter. Action has been instituted to correct those few deficiencies which Mr. Lovett's letter first made known.

2. Action is under way designed to provide a fighter type airplane with sufficient duration to accompany bombers during deep penetrations into Germany. It must be anticipated that such a fighter airplane will be inferior in combat performance to German interceptor types which will be encountered on these penetrations.

Air Defense Branch
Requirements Div. *[Signature]*

[Signature]
BARNETT M. GILES
Major General, U. S. Army

Incl. n/c

SECRET

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File
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Air B 452.1

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72423

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DOO IIS

8 Jan. & 20 June 1974

By: AIN/RIC, Date: 15-12-76

June 18, 1943

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES

Subject: P-47 Operations in England.

By the time I arrived in England the majority of the engine difficulties of the P-47 had been licked and the planes were operating in very substantial numbers on sweeps over enemy occupied territory. I visited all the fighter groups and talked with a large proportion of the fighter pilots.

As a result of the engagements they had had with the enemy the pilots had proved to their own satisfaction that the P-47 is faster than the Focke-Wulf at altitude and in the dive. Its radius of turn and rate of roll are as good as the Focke-Wulf's and enable it to follow the flight path of the Focke-Wulf in diving turns. The great majority of the pilots are sincerely pleased with the plane and its performance and state that while it is inferior to the Focke-Wulf 190 in rate of climb, angle of climb, search vision and simplicity of control, they regard themselves as having the edge on the FW 190 in fire power and in any combat where they start with an initial height advantage.

General operation procedure calls for the use of the P-47 at altitudes between 25,000 and 30,000 feet where the FW 190 is definitely not very happy.

Up to the time I left they had had only one or two brushes with the ME 109G. The majority of the experienced pilots feel that the 109G has a definite edge on them in all the important fighter characteristics and they will, therefore, have to adjust their tactics accordingly.

There are several things which they feel can and should be done promptly to improve their chances. They want to emphasize the changes which can be quickly made or installed in the field in England. The principal items are listed below, the first four being urgent necessities:

- a. Larger propellers, perhaps of paddle air screw type, to improve climb and general performance.
- b. Water injection boost to give them more emergency horsepower.
- c. Belly tanks with adequate pump to operate at altitudes of 30,000 feet or over.

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d. Improved rear visibility by use of bulged canopy similar to the FW 190 or British Typhoon.

- e. Paint inside of cockpit black to reduce reflection on canopy.
- f. Provide automatic controls, particularly mixture control.
- g. Improve rudder control -- now too stiff.
- h. Lighten up plane where possible.
- i. Can maneuver flaps similar to Grumman F6F be used?

On the general subject of use of fighters out of Britain, it is increasingly apparent that fighter escort will have to be provided for B-17's on as many missions as possible in order particularly to get them through the first wave of the German fighter defense, which is now put up in depth so that the B-17's are forced to run the gantlet both in to the target and out from it. The P-47's can serve as top cover if satisfactory belly tanks are developed for them. The ideal plane, however, now in production is the P-38 for long escort duty. Its two engines are a definite advantage and, strangely enough, its ease of recognition is a definite protection to both B-17's and the escorting fighters themselves. It has been used in over water escort duty on operations with a radius of slightly over 400 miles. However, the moment it drops its wing tanks it must turn back.

High hopes are felt for the P-51 with wing tanks. The 8th Air Force needs from three to five groups of P-38's and some P-51's as escort fighters in order to meet the increasing opposition it is facing and will face on an ascending scale during the balance of this year.

(Typed) ROBERT A. LOVETT

ROBERT A. LOVETT
Assistant Secretary of War for Air

RECLASSIFIED

SECRET

air 48452-1/Ency (272)

~~SECRET~~

DECLASSIFIED

DD FORM

1 Jan 60 (Rev. 12-14)

BRAN/EC JC, Dan. 12-14-74

MEMORANDUM FOR: The Commanding General, Army Air Forces

Subject: Mr. Lovett's Memorandum to General Arnold on
the Subject of P-47 Airplanes in England.

1. Referring to the items in Mr. Lovett's memorandum:

a. Larger propellers, perhaps of paddle air screw type, to improve climb and general performance - It was hoped that the B-26 type propeller could be used on the P-47 to accomplish this end. However, flight tests have proved this impractical. Considerable readjustment of our propeller program for steel and dural propellers is presently being accomplished in an effort to obtain necessary high performance propellers for P-47's. The currently estimated schedule of availability of new high performance propellers out of the factories is as follows:

<u>Curtiss (536 blade type)</u>	<u>Hamilton Standard</u>
August, 1943 21	
September 61	
October 179	60

Mixed Curtiss and Hamilton Standard.

Estimates Undetermined

November, 1943	420
December	621
January, 1944	974
February	1099

b. Water injection boost to give them more emergency horsepower - A Republic representative is being sent to United Kingdom immediately with two trial sets of water injection for P-47's. Fifty additional sets will be shipped about July 15, and additional sets are expected to be shipped by September to meet all needs in UK. Efforts are being made to improve this schedule.

c. Belly tanks with adequate pump to operate at altitudes of 30,000 feet or over - P-47D-5 airplanes are now in production with G-9 boost pump and fittings to carry either the 75 or 150 gallon standard drop tank as used on other fighters. Shipment of sufficient

JNS:epc:
AFDMA-1

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DECLASSIFIED

Memorandum for The Commanding General, Army Air Forces

Stanks of both sizes are being expedited all possible. Shipment of attachment fighting kits are also being expedited, with 25 new enroute, 25 to be shipped this week, 35 next week and 50 per week thereafter.

d. Improved rear visibility by use of bulged canopy similar to the PW 190 or British Typhoon - The mock-up of this new Typhoon type bulged canopy has been completed and the design placed in the hands of the plexiglass manufacturers. Due to the magnitude of the rear fuselage change, Republic cannot promise the new canopy prior to January, 1944.

e. Paint inside of cockpit black to reduce reflection on canopy - The Material Command has been instructed to change the color of paint on the inside of the cockpit to black.

f. Provide automatic controls, particularly mixture control - P-47 airplanes are currently being equipped with automatic boost controls. The boost control system connects the turbo supercharger regulator with the throttle so that a desired manifold pressure may be selected by the pilot which is automatically maintained at all altitudes in climbs and dives. The propeller control is also connected with the throttle and supercharger control. Mixture control is presently not interconnected with these controls, but incorporates automatic mixture control in three positions; "automatic rich", "automatic lean", and "manual lean". The request for the interconnecting of the automatic mixture is assumed to be a request for automatic changing from "automatic lean" to "automatic rich" when the throttle is suddenly opened resulting from surprise attack. The Material Command is being requested to investigate such a linkage and additional information is being requested from the Eighth Air Force as to exactly what is desired.

g. Improve rudder control -- now too stiff - A change of linkage on the balancing tab of the rudder was considered in an effort to alleviate the stiffness of the rudder but flight test measuring of rudder control forces showed reduced loads at low speeds only. The contractor is working on a change to the leading edge gap of the rudder and a change to the leading edge of the fin, either of which should reduce these loads.

h. Lighten up plane where possible - The P-47J which should begin in January incorporates major changes for the elimination of excess weight. However, no substantial weight reduction in gross weight of the airplane will result as the turbo supercharger and increased power, including the water injection, will offset some of the weight reduction. However, a considerably improved airplane should result.

DECLASSIFIED

DECLASSIFIED

Memorandum for The Commanding General, Army Air Forces

1. Can maneuver flaps similar to German F6V be used - Investigation of installation of the necessary valves and controls for the operation of the present P-47 flap as a maneuver flap has been underway and progress is favorable. Some trouble is being experienced at present with the speed of retraction. Fast retraction is essential. The Material Command has been instructed to investigate the German type maneuver flap.

2. The Material Command has been instructed to give United Kingdom first priority on the incorporation of new developments for the P-47 and to satisfy their requirements prior to other requirements. Items falling in this category are water injection, high speed supercharger, automatic engine control, recovery flaps, new ailerons to overcome compressibility dive characteristics, and new design propellers.

DECLASSIFIED

JWS:epc:3365
AFDPA-1

Per 28452-1 Eny. (272)

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DECLASSIFIED

000 ltr

8 Jan 40 June 1974

By AIA / EGO: Date 12-12-74

Letter from Air Chief Marshal Courtney reference New American Types.

General Ester

8 July 1943

General Stratemeyer

1

GES/hd

Your attention is invited to the attached Most Secret communication to General Arnold from Air Chief Marshal Christopher L. Courtney.

It is desired that, after studying this letter, a reply be prepared for General Arnold's signature. Be careful in this reply that we do not commit ourselves to the extent of embarrassment at the November '43 conference.

Dispatched

8 JUL 1943

AAG

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

Incls:

Ltr to Gen. Arnold fr
Air Chief Marshal Courtney
dtd 7-5-43

SECRET

File 452.1 Aug 43
Miss Ingram
Air 452.1 Aug (271)

SECRET
DECLASSIFIED

DECLASSIFIED
DDO 175

8 Jan. & 22 June 1974

By AIA 486 JAC/Doc. 12-12-76

March 6, 1943

Major General Ira C. Eaker
Commanding General, VIII Bomber Command
London, England

Dear Ira:

Again I want to emphasize to you that we are doing everything possible to get heavy bombers over to you. Of course, there are times when we are stymied in getting the ground echelons with their organizational equipment aboard ships as that is entirely in the hands of General Andrews. He sets up the priorities for everything that goes by boat.

I am quoting here below the very latest information that we have on both B-17 and B-24 groups and replacements.

	<u>B-17</u>	<u>B-24</u>	
Enroute as of March 1st	20	24	
At departure stations (Morrison Field)	30	10	
Completely modified and being processed in 2nd Air Force	23	14	
Being modified (March Allocation)	49		
In possession of 94th, 95th and 96th Groups	<u>274</u>	<u>2</u>	
<u>Out of U.S. by March 11, 1943</u>			
<u>Total</u>	236	48	284 (B-17s, B-24s)
April Replacements	115	14	
351st and 379th Groups	76		
380th Group	—	<u>38</u>	
<u>Estimated out of U.S. by April 31, 1943</u>	191	52	243 (B-17s, B-24s)
<u>1943</u>	—	—	—
<u>Grand Total</u>	427	100	527 (B-17s, B-24s)

W. G. V. S. 1 England. 070

SECRET

W. G. V. S. 1 England 070

~~SECRET~~

75% of the replacement airplanes will arrive with complete combat crews and of course all of your groups will have complete crews.

Every time anything is diverted from your theater, Ira, I fight it, but every once in a while I get whipped and that just can't be helped, but please understand that I am continuing my fight to prevent any diversion from U.K., particularly of heavy bombers.

Sincerely,

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

*File
U 22 June 43*

~~SECRET~~

SECRET

SECRET

DECLASSIFIED

DDI 103

8 Jan. & 20 June 1974

By SLM/BJC Date 10-12-74

Early Production Model of A-26 for Russians.

Assistant Chief of Air Staff, HHD.

ATTENTION: General Echols.

Deputy Chief of Air Staff.

9 June 1943.

1
T.M/eva/6371

For necessary action.

Dispatched

10. N1943

AAS

Incl: SECRET ltr to Gen.
Hanley from AVN Foster
7 June 1943 re above.

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

air 08 15001 Eny. (568)

*File June 43
@ 10*

SECRET

air 08 15001 Eny. (568)

~~SECRET~~

232/ama/1971

DECLASSIFIED

DDO file:

8 Jan. & 20 June 1974

By AIR/SC LC, Date 10-12-76

DECLASSIFIED

5 June 1943

MEMORANDUM FOR CHAIRMAN, JOINT AIRCRAFT COMMITTEE:

1. By informal agreement between the British members and the Army Air Force members of the Joint Aircraft Committee, one copy of the report "British Airplane Production Program" has been delivered to Admiral McCain, Chief, Bureau of Aeronautics, U.S.N.
2. Approval of this action is requested.

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

~~SECRET~~

By hand, by
Capt Shea, JAC
6/5/43

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~~SECRET~~

air/st
air/st/52-1 629. (2675)

SECRET

TJR/emo/6371

DECLASSIFIED

DDG 795

8 Jan. & 20 June 1974

By SP-14 / B&C Date 12-12-76

8 June 1943

Dear Admiral John S. McCain,
Chief, Bureau of Aeronautics,
Navy Department,
Washington, D. C.

Dear Admiral McCain:

In accordance with request from the Bureau of Aeronautics, which has been informally approved by the British Representative of the Joint Aircraft Committee, I am forwarding you copy #17 of "British Airplane Production Program."

The JAC, at its last meeting, had decided that only one copy of this report would be made and kept by the Recorder of the Joint Aircraft Committee. Therefore, a report of this action is being made to the Recorder of the JAC for presentation at the next meeting.

Sincerely,

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

Encl: Cx #17 of Secret
"British Airplane Production Program."

*Del'd by hand by
Capt Shea, JAC, 6/5/43
Receipt enclosed*

SECRET

*file
6/15/43*

air staff vs. JAC #1

SECRET

DECLASSIFIED

DDO ltr

8 Jan & 20 June 1974

By: AIA / 8610, Date: 10-12-76

Report on British Airplane Production Program

Deputy Chief of Air Staff, Brig. Gen. V. E. Hall

May 28, 1943

Statistical Control Division

PH:GR 73889

1. Attached is a report on British Airplane Production Program, prepared by the Foreign Statistical Liaison Branch of this Division.

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

BRANDON BARRINGER

Lt. Colonel, Air Corps

Acting Chief, Statistical Control Division

1 Incl
Subj. Rept.
Copy #4

TO: Statistical Control

DATE 29 May 43

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 2
MAL mdg/5265

Noted by General Hall and returned.

Dispatched
MAY 29 1943
AAG

Incl. n/c

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

all records - Eng. (267) 8

File 129/63

SECRET

air as 452.1 Eng. (267) 8

SECRET

Report on British Airplane Production Program

Chief of Air Staff

May 25, 1943

Statistical Control Division

PH:GP 73009

1. Attached is a report on British Airplane Production Program, prepared by the Foreign Statistical Liaison Branch of this Division.
2. This study is submitted for your information and comments. If desired, it may be retained for your reference.

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

1 Incl
Subj. Rept.
Copy #1

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

DATE 29 May 43

COMMENT NO. 2
MAL/mdg/5265

In view of General Stratemeyer's absence the attached is returned without comment.

Dispatched
MAY 29 1943
AAG

Incl. n/c

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

air 43 452.1 Eng 269 D

DECLASSIFIED

SECRET

File 5/29/43

air 43 452.1 Eng 269 D

~~SECRET~~

DECLASSIFIED

DDO ltr

8 Jan & 20 June 1974

By ALM / BGC / C. Date: 10-12-76

Report on British Airplane Production Program

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

May 28, 1943

Page 72009

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

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

1 Incl
Subj. Rept.
Copy #8

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

DATE 29 May 43

COMMENT NO. 2
MAL/ml e/5265

Noted by General Hanley and returned without comment.

Dispatched
MAY 29 1943
AAG

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

Incl. n/c

Att 08 1531 Eng. (267) a

DECLASSIFIED

~~SECRET~~

*File 151/9/43
a 151/9/43
a 151/9/43*

DECLASSIFIED
DDO 9/5

8 Jan. & 20 June 1984

By ALC/RC/IC; Date 12-12-76

~~CONFIDENTIAL~~

ASST
ADM/Sec/7/1/27
MAY 5/1943

MAY 28 1943

MEMORANDUM FOR AIRMAIL McCAIN, BUREAU OF AERONAUTICS;

Subject: Visit to United States of Air Chief Marshal
Sir Christopher Courtney.

We have just received word from Air Marshal Walsh, through
General McInerney, that Air Chief Marshal Sir Christopher Courtney and
his party will arrive to discuss the Arnold/Wall/Deakin agreement on
June 10th.

We have replied that this date is satisfactory.

(Sgd)

Y. J. HANLEY, JR.,
Brigadier General, U.S. Army,
Deputy Chief of Air Staff.

Dispatched
MAY 28 1943
MAG

Copy for General Hanley

~~CONFIDENTIAL~~

File 5/28/43
265
Air 45-2-1-10

CONFIDENTIAL

DECLASSIFIED

DDO #73

8 Jan & 29 June 1974

By AIC / GFC, Date 7-1-76

DECLASSIFIED

Visit to U.S. of Air Chief Marshal Sir Christopher Courtney.

Assistant Chief of Air Staff, Technical, Maintenance
and Distribution. **MINISTER, General Electric.**

25 May 1943

Deputy Chief of Air Staff.

TJM/cvs/1971

1. I have just received word from Air Marshal White, through General
Huffman, that Air Chief Marshal Sir Christopher Courtney and his party will
arrive to discuss the Amald/Amald/Amald agreement on June 10th.

2. I have replied that this date is satisfactory.

Dispatched

MAY 26 1943

AAQ

Cpt. General Arnold
General Anderson
Colonel Langford

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

air 25 vs 21 Eng
SFC

DECLASSIFIED

CONFIDENTIAL

File
ci 5/26/43

air 25 vs 21 Eng
SFC

CONFIDENTIAL

Letter from Air Vice Marshal Foster dtd 18 May 1943.

Assistant Chief of Air Staff, Materiel, Maintenance
and Distribution: ATTENTION: General Echols.

19 May 1943.

Deputy Chief of Air Staff.

TJH/eva/6371

1

1. Note attached copy of letter to Air Vice Marshal F. MacNeece Foster.
2. General McNarney has directed that the tenth airplane be delivered to the British in accordance with their request. It is requested that you notify Air Vice Marshal Foster of the date delivery can be made.

(Sgd.) T. J. H.

Incls: Cy CONF ltr to Gen.
Hanley frm. AVM Foster
dtd 18 May 1943.
Cy CONF ltr to AVM
Foster frm Gen. Hanley
dtd 19 May 1943.

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

TO: Deputy Chief of Air Staff

Comment No. 2
MEM:dms - 3001

FROM: Materiel Division
Office, Asst. Chief of Air Staff
Materiel, Maintenance & Distribution

1. The A-26 airplane is definitely committed to the ground attack version for the first 500 articles. Although bombardier noses are to be prepared for one-third of the first 500 airplanes, it appears at the present time that these noses will not be available before June 1944, due to engineering and production considerations.

2. In view of the above, the attached letter outlines this situation and is forwarded for your consideration.

3 Incls.

Added: Ltr to AVM Foster
for Gen Hanley's signat.

R. W. CHILDLAW
General, U. S. A.
Asst. Chief of Air Staff
Materiel, Maintenance & Distribution

(AFMMA-43)
Written May 20, 1943

CONFIDENTIAL

Handwritten notes:
At 08:55, 19 May 1943
2057

Handwritten signature:
Childlaw

~~CONFIDENTIAL~~

DECLASSIFIED

DDO Rrs

8 Jan. & 20 June 1974

By ALM/BC LC Date 12-12-76

DECLASSIFIED

(Written May 20, 1943)

MAY 27 1943

Air Vice Marshal F. Haddock Foster
Royal Air Force Delegation
Box 778, Benjamin Franklin Station
Washington, D. C.

Dear Air Vice Marshal Foster:

With further reference to your letter of May 18, 1943, regarding the assignment of a Douglas A-26 to your Government for test in the bomber role, wish to advise that the first 300 airplanes are definitely committed to the ground attack version with the cannon nose.

According to the best estimates available at this time, it will be approximately June 1944 before the bombardier nose is available for this airplane.

In view of your stated preference for the bombardier version, it is desired that your wishes be stated as to whether you will accept the earlier cannon nose version for your tests or if you wish to wait till the bombardier version is available.

Very truly yours.

(Sgd)

S. J. Banley, Jr.
Brig. Gen. U. S. A.
Deputy Chief of Air Staff.

(AFDMA-4D)

HHH:das

Dispatched
MAY 27 1943
AAG

DECLASSIFIED

~~CONFIDENTIAL~~

*File
C-15/27/43*

Ans as 452.1 eny. (665) B

CONFIDENTIAL

DECLASSIFIED

DD Form

1 Jan 62 20 June 1974

By ALJ/AC JC, Date 10-1-74

Letter from Air Vice Marshal Foster dtd 18 May 1943.

Assistant Chief of Air Staff, Material, Maintenance
and Distribution: ATTENTION: General Echels.

19 May 1943.

Deputy Chief of Air Staff.

TJM/ova/6371

1

1. Note attached copy of letter to Air Vice Marshal F. Madge Foster.
2. General McNarney has directed that the tenth airplanes be delivered to the British in accordance with their request. It is requested that you notify Air Vice Marshal Foster of the date delivery can be made.

Incls: Cy COMF ltr to Gen.
Hanley frn AVN Foster
dtd 18 May 1943.
Cy COMF ltr to AVN
Foster frn Gen. Hanley
dtd 19 May 1943.

Dispatched
MAY 19 1943
AMG

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

Handwritten: 101 1889 1 Aug 1943

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CONFIDENTIAL

DECLASSIFIED

DECLASSIFIED
DOD lrs
8 Jan & 20 June 1974
By: AIA/AG:JC: Date: 10-12-76

19 May 1943.

Air Vice Marshal F. MacKeese Foster,
Royal Air Force Delegation,
Box 772, Benjamin Franklin Station,
Washington, D.C.

Dear Air Vice Marshal Foster:

Replying to your letter of 18 May 1943,
the Army Air Forces will release to you an early pro-
duction number of the A-26. The exact date of the
release cannot be furnished at this time, but General
Scholz is being requested to give you this information.

With reference to the present tendency to
equip ground attack types with a 75 mm. cannon, the Army
Air Forces are not yet in a position for final discussion.
This airplane with equipment has not yet been tried in
the combat zone, and our requirements are necessarily
dependent upon the success of the early models.

Yours sincerely,

(Sgt)

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

Dispatched
MAY 19 1943
AAG

DECLASSIFIED

CONFIDENTIAL

File 5/19/43

Air 28 v 52

TELEPHONE DECATUR 9000

~~SECRET~~
8 Jan 6 20 June 1974
By: ~~J.C. Doe~~

Box 772
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

ROYAL AIR FORCE DELEGATION

PLEASE ADDRESS REPLY TO:
DIRECTOR OF ADMINISTRATION AND FINANCE
QUOTING REFERENCE:

~~SECRET~~
U. S. CONFIDENTIAL

DECLASSIFIED
For *CS* *of 25*
571 *10/10/74* Date *10/10/74*

18th May, 1943.

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

over A-20
Recommend the
107K airplane
C.H. [initials]

My dear Hanley,

The Chief of the Air Staff has received the following telegram from London, and has asked that it should be discussed with you in the absence of General Arnold.

"The Chief Executive of the Ministry of Aircraft Production is most anxious to obtain as soon as possible a Douglas A-26 in the bomber role. He feels, and we agree, that the best way of achieving this would be for you to make representations to General Arnold direct, asking for the early release of one off the production line. We wish to try the A-26 as a possible replacement of the Boston or Baltimore.

We are somewhat concerned with the present tendency to pay perhaps undue attention to the ground attack types, particularly with 75 mm. cannon - for which only a limited role will be found."

I have learned from Air Chief Marshal Portal that the question of the ground attack types of aircraft was discussed at Casablanca. The C.A.S., Air Marshal Tedder and General Spaatz were ~~concerned~~ concerned as to the limited role of these aircraft; and General Arnold stated that he was going to cable the War Department in order to ascertain whether the full provision was justified. I know the C.A.S. would be very interested to hear of any subsequent decisions which may have been taken.

Yours very sincerely,

f. Mack. Foster

DECLASSIFIED

DDO 125.

8 Jan. & 20 June 1974

By SP-4 (R/C) JG, Date 1-2-76

SECRET

WAR DEPARTMENT

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

SECRET
Auth. Ch/Trans. _____
Initials _____
Date _____

SPTON 452.1

May 12, 1943.

MEMORANDUM FOR LT. COL. EMERY A. BOURNEAU, AAF:

Subject: Availability of Naval Department and British
ACV's for Transportation of Aircraft.

1. Reference is made to (a) memorandum from your office, dated May 1, 1943, requesting that H.M.S. SHARON, offered for subject service, be retained for ferrying British aircraft and (b) memorandum from your office, dated May 9, 1943, advising of non-availability of aircraft for landing Naval Department ACV offered for subject service in USF-9.
2. By appropriate memoranda, this office transmitted to Naval Transportation Service the information contained in (a) and (b).
3. Acting upon verbal requests from your office, this office subsequently authorized the Office of Naval Transportation Service to withhold transmission and action upon (a) and (b) pending further investigation by you of the possibility of furnishing cargo for the vessels involved.
4. On further advice from your office, this office on May 11, 1943, authorized the Office of Naval Transportation Service to release and act upon (b).
5. Transmission and action upon (a) is being withheld by the Office of Naval Transportation Service pending receipt of further advice.

For the Chief of Transportation:

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



[Handwritten signature]

cc: Brig. Gen. Robt. E. Wylie, TC,
cc: Brig. Gen. T. J. Massey, Jr., AAF.

SECRET

[Handwritten notes]
File of 19/43
@
See Ab 452.1 England (264)

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

DECLASSIFIED
DOD IIR.

9 Jan & 20 June 1974

By *ALC* / *ALC* Date *02-12-74*

SUBJECT: Shipment of Fully Assembled Aircraft to U.K.

TO: Assistant Chief of Air Staff, Materiel, Maintenance and
Distribution. ATTENTION: General Whitten.

FROM: Deputy Chief of Air Staff.

DATE 10 May 1943.

COMMENT NO. 1
TJH/eva/6371

1. Army Service Forces inform me that cablegram No. W-5050 from England signed Ross, dated May 6th, states that shipping of fully assembled aircraft is not practicable.
2. Request that you send a cablegram to General Miller asking whether or not they want fully assembled aircraft in England and at what ports they can be delivered.
3. I believe that I have given a similar directive to someone else but I cannot remember to whom. This may be a duplication, but it is important that we receive the information.

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

TO: Deputy Chief of Air Staff

DATE 15 May 1943

FROM: Asst. Chief of Air Staff, Materiel, Maintenance & Distribution COMMENT No. 2

AFDTR-2/EAB:an/71178

Attached is copy of paraphrase cable sent to General Miller. As soon as reply is received your office will be notified.

File

B. E. MEYERS
B. E. MEYERS,
Brigadier General, U.S.A.,
Deputy Asst. Chief of Air Staff,
Materiel, Maintenance & Distribution

Incl.
Para. cy cable SAF 5-13-43

SECRET

FILED 5/19/43

noted by Hanley
File
File 5/19/43

~~SECRET~~

~~SECRET~~

DECLASSIFIED

DOO GTS

8 JAN 6 28 1974

Dr. AIN/SC/AC/Date: 12-22-74

Shipment of Fully Assembled Aircraft to U.K.

Assistant Chief of Air Staff, Material, Maintenance and
Distribution. ATTENTION: General Whitten.

10 May 1943.

Deputy Chief of Air Staff.

I
TJM/cwa/6371

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

TO: Deputy Chief of Air Staff

DATE 15 May 1943

FROM: Asst. Chief of Air Staff, Material, Maintenance & Distribution COMNAV No. 2

ATTN-2/KAS/cwa/71176

Attached is copy of paraphrase cable sent to General Miller. As soon as reply is received your office will be notified.

B. H. MEYERS,
Brigadier General, U.S.A.,
Deputy Asst. Chief of Air Staff,
Material, Maintenance & Distribution

Encl.

Trans. by cable SAF 5-13-43

Col. B. H. Meyers

~~SECRET~~

Am. 452.1 En. 263

DECLASSIFIED

PARAPHRASE COPY OF CABLE TO CG, SAF, LONDON, ENGLAND, MAY 13, 1943

INFORMATION IS REQUESTED AS TO WHETHER YOU DEEM IT MORE ADVISABLE TO SHIP PLANES FULLY ASSEMBLED, DISASSEMBLED AND BOXED, OR PARTIALLY ASSEMBLED. IT IS REPORTED IN RADIO W 3787 PAREN REFERENCE SOSTC 2011 PAREN DATED MARCH 31 THAT IT WAS POSSIBLE TO HANDLE ASSEMBLED AIRPLANES THROUGH THE PORTS OF LIVERPOOL, BELFAST AND CLYDE. CABLE W 5050 DATED MAY SIXTH REPORTED NOT CONSIDERED PRACTICAL TO HANDLE ASSEMBLED AIRCRAFT AT ANY UK PORT. DUE TO THESE CONFLICTING REPORTS INFORMATION IS DESIRED FROM YOUR HEADQUARTERS AS TO WHETHER OR NOT ASSEMBLED PLANES COULD BE HANDLED FROM STEAMER TO AIRFIELD AND IF THIS CAN BE ACCOMPLISHED YOU ARE TO ADVISE AT WHAT PORTS IT CAN BE DONE

DECLASSIFIED

air 452.1

Eng

263

~~SECRET~~

DECLASSIFIED
DOO lrs
8 Jan. & 20 June 1974
By ALM/SGIC Date 10-13-76

Shipment of Fully Assembled Aircraft to U.K.

Assistant Chief of Air Staff, Materiel, Maintenance and
Distribution. ATTENTION: General Whitten.

10 May 1943.

Deputy Chief of Air Staff.

1
T.H./cwa/6371

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Dispatched
MAY 11 1943
AAG

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

File 5/11/43

air AG 4521 Eng 263

~~SECRET~~

air AG 4521 Eng 263 air AG

~~CONFIDENTIAL~~

DECLASSIFIED

DDO 1175

8 Jan. 6 20 June 1974

By A LN/OC LC, Date 10-12-76

Request of Ministry of Aircraft Production for B-29.

General Nichols, AC/AS, MEMO.

May 6, 1943.

General Hanley, Deputy Chief of Air Staff.

2

TJH/cma/6371

General Arnold states that under no circumstances will any B-29's be given to anybody.

Dispatched

MAY 6 1943

AAG

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

Incl: n/a.

432.1 Eny. (261)

Tell AS
@ 5/6/43

~~CONFIDENTIAL~~

ack AS A. G.
432.1 Eny. (261)

CONFIDENTIAL
RELEASABLE

DECLASSIFIED

DOD 483

8 Jan & 30 June 1994

SP-444/EG AG, Date 10-12-74

Request of Ministry of Aircraft Production for B-29

General Arnold

Apr. 30, 1943.

General Echols

OPR/11/2128

1. Attached is a communication from Sir Stafford Cripps, Ministry of Aircraft Production, to me in regard to the recent Fedden Mission which was in this country. Just before leaving the United States, Mr. Fedden informed me that he was going to request that the British immediately be given a B-29 with a view of installing his (Fedden's) Bristol engines, without superchargers, taking the pressure out and testing it for use as a night bomber. He contended that this was the quickest and most useful way that it could be put into service against Germany. I informed him that as far as I was concerned I would be very glad to see the British have a B-29 after its shake-down tests were completed and we were satisfied that it was an airplane, but I would oppose to the extent of my power any effort to again take any American airplanes to England and subject it to tests until we were satisfied as to the condition of the airplane. I told him that on a number of previous occasions American airplanes, with certain defects of which we were aware and which we were in process of curing, had been taken to England and tested, and on account of these defects very unfavorable reports had been made on the airplane.

2. The above discussion occurred prior to the recent approval by you of the acceleration of the B-29 project, and this letter as I see it is further reason for delaying the sending of a B-29 to England.

3. This is brought to your attention as it is indicated in last paragraph of Sir Stafford Cripps' letter that pressure will probably be brought on you at an early date for one of these airplanes.

1 Incl.

Ltr fr Sir Stafford Cripps, MAP,
to General Echols, 3/27/43.

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

CONFIDENTIAL

Acc AB 452 / Eng. (261)

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RELEASABLE

DECLASSIFIED
DOD ITR
8 Jan & 20 June 1974
By A.L.M./SG J.C. Date 02-02-76

Heavy Bombers Enroute to United Kingdom.

Management Control, **ATTENTION**, Statistical Control Division.

20 April 1943.

Deputy Chief of the Air Staff.

TJM/eva/6371 ¹

1. This report is not what I wanted. Mr. Lovett was quoting a figure of about 80 airplanes en route to England and the report of the same date showed a figure of 269. It is probably too late to reconcile the report I have reference to.

2. I want you now to arrange with the Air Room to keep the latest figures available but they must be in agreement with your figures when you catch up. In other words, if they can get the airplanes en route as of 11:30 on the 15th of April, your report dated the 16th which shows the status as of the 15th should show exactly the same figures as were on the Air Room board.

3. Use this R&R as authority for your discussions with the Air Room and return the inclosure to the responsible individual. Note General Arnold states that he wants this report continued.

Incl: **SECRET** memo to Gen. Hanley from Statistical Control dtd 4/19/43, this subj, w/attached **SECRET** "Summary of Air Room Presentation 4/17/43."

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

Dispatched

APR 21 1943

AAG

*File
4/21/43*

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AAG*

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Copy
259*

SECRET

CLASSIFIED

DECLASSIFIED

DATE 11/15

8 Jan. & 20 June 1974

By ALN/RC/IC Date 10-17-76

April 19, 1943.

MEMORANDUM TO: General Hanley

SUBJECT: Heavy Bombers Enroute to United Kingdom.

1. As partly shown on the attached Air Room Report, their figure of 269 enroute to 8th Air Force is made up as follows:

106 enroute out of United States
100 at departure stations in United States
<u>63</u> enroute to departure stations in United States
269

2. Our figure of 86 was for one day earlier and compares with the 106 given above.

3. The Air Room has agreed not to turn planes within the United States as enroute in the future. They will necessarily keep one day ahead of us as the whole SC-1 cannot be brought out in an hour and this little part of it can. On the other hand, we deduct cabled arrivals so the figure on the following day does not exactly agree either.

4. The alternative would seem to be to keep them one day late and in full agreement with our figure as of that day. This is recommended.

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

*attached rpt
mentioned above*

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DECLASSIFIED
DOO III

8 Jan. & 20 June 1974
By: AIN/EG/IC, Date: 12-76

Report on British Airplane Production, January - February 1943

Chief of the Air Staff

April 10, 1943

Statistical Control

Form 7000 1

1. Attached is a Report on British Airplane Production, January-February 1943, prepared by the Foreign Statistics Liaison Branch of this Division.

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

copy
long
852

BRANDON BARKINER
Lt, Colonel, Air Corps
Acting Chief, Statistical Control Division

1 Incl
Subj. Mgt.

DATE 17 April 43

TO: Statistical Control

COMMENT NO. 2
MAL/mdg/5265

FROM: Deputy Chief of the Air Staff

General Hanley is well pleased with this report and has retained a copy for his personal use. In view of General Stratemeyer's absence, the attached copy is being returned to you.

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

Incl. n/c

Dispatched
APR 17 1943
AMS

file 4/17/43

SECRET
RELEASABLE

SECRET
By Authority of
The Commanding General
Army Air Corps
Date

452.1 Eng 288

DECLASSIFIED
DDO ltrs

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

CONFIDENTIAL

TALLY NO.	
FILE NO.	

8 Jan. & 20 June 1974
By: Air Reg. LC Data 16-12-76

SUBJECT:

Report - Distribution of Two-Engine Heavy Bombers in Royal Air Force, as of Jan. 28, 1943

TO: Commanding General, A.A.F. Attention: Colonel L.H. Carmichael

DATE March 29, 1943

FROM: Statistical Control

COMMENT NO. 1
CMB:eg: 73889

1. This will confirm delivery to you of a report entitled, "Distribution of Two-Engine Heavy Bombers in Royal Air Force, as of January 28, 1943", Copy Nos. 1 and 2.

noted

PHC

(13)

BRANDON BARRINGER
Lt. Colonel, Air Corps

452.1 Eng (257)

*File 8/31/44
AT*

CONFIDENTIAL

HEADQUARTERS ARMY AIR FORCE
ROUTING SLIP

DATE 13 Apr.

TO:

OFFICE OR SYMBOL ACAS M.M.D.	BUILDING
ATTENTION: Gen. Meyers	ROOM

FOR:

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

REMARKS:

*Noted by Generals
Arnold & Hanley.
Returned for
disposition in your
office.*

[Signature]

FROM:

NAME MMR	OFFICE OR SYMBOL
PHONE SAS	ROOM 14143

File out 14143

3-218, AF

CONFIDENTIAL

6 JAN 1944
BY AIR MAIL
12-12-74

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

April 7, 1943

4/27/43 Ben Hawley
Noted
(AW)

MEMORANDUM FOR: Chief of the Air Staff.
SUBJECT: Unsatisfactory Operations of P-47 Airplanes.

1. Reference your memorandum of April 2, 1943, the following information is furnished:

Question - Why were these airplanes sent to the theater of operations in a non-operational condition?

Answer - Basically because we figured they were operational when they went overseas.

Engine trouble.

The engines, on which we had a long case history, principally in bombardment type aircraft, began to develop unanticipated troubles when subjected to violent acrobatic and combat maneuvering in fighters. A counter weight fix was determined and tested. At the same time we had some tail trouble with the airplane which restricted the violence of permissible maneuvers (principally in the inverted flight condition) so that due to the time element involved and the rush of the program in general, what we thought was a complete solution was in effect only a partial solution. The airplanes which had been assembled in U. K. and which were being followed closely by Pratt & Whitney and Republic service personnel in the U. K. began giving trouble even with the first counter-weight fix. It then became necessary to take corrective action for a second counterweight fix. This, of course, required some time (designed and manufactured in only three weeks) and, of course, had to be tested to see whether it was the answer.

A number of the second fix counterweights were hastily manufactured and installed on fourteen P-47 airplanes for accelerated test. These have been flying night and day literally wringing out the airplanes, on accelerated tests and have now an average of approximately fifty-five hours per plane and given every indication of being the right answer. We believe that this second fix will do the job, but it must be understood that we have only the above accelerated rush tests to go on.

Corrective action on the airplanes in U. K.

Based on the rush tests of the second fix design, we have



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CONFIDENTIAL

Memorandum for: Chief of the Air Staff
Subject: Unsatisfactory Operations of P-47 Airplanes.
April 7, 1943.

assembled replacement counterweights, bearings and additional parts (some 2400 lbs. of parts) and together with Mr. James Fox, a Pratt & Whitney service engineer, who has been living with this thing day and night, these are leaving by air, Friday morning, April 9, 1943, to proceed directly to U. K. to modify the engines for the P-47's in that theater.

It should be noted that although we are changing all the P-47 engines in U. K., the first fix which they are now using, worked sufficiently well to permit some of the airplanes to be used operationally.

Pendulum type oil tanks which will still further better conditions of the second counterweight fix are being fabricated as rapidly as possible and will be provided to the U. K.

Radio trouble.

Most of the reports of radio trouble hinge around the background noise on the VHF set. Because of the rear c.g. position of the P-47 airplane (Nos. 1 to 229, inclusive) the 522 VHF set was first installed on airplane No. 230, which had the lengthened engine mount. Overseas shipping instructions began with airplane No. 284 which permitted very little time to get any real widespread reports on the operation of this particular radio. We were aware that the background noise was at a rather high level and had tried and were continuing to try practically everything we could think of in the way of corrective measures. There were a lot of contributing causes -- the relatively small amount of experience with VHF radio equipment -- the "rush" orders on trying to correct a lot of different things all at one, all of which were inter-related -- the necessity of fitting aircraft and engine modifications to the overall radio problem, etc.

As an example of the round robin we get into, one of the contributing causes we found was the painting on the inside of the engine distributor, which is a magnesium part. We use the magnesium (in place of other materials) to work toward overall lightness of the airplane and the consequent bettering of performance; however, when we remove the paint on the distributor, the engine people put up a howl because the elimination of this protective coating will eventually lead to corrosion -- corrosion may, if not watched carefully, make the radio noisy again, etc. We have been making accelerated tests on various fixes for the background noise. We have reached a temporary answer which appears to be a solution until we get the entire problem of VHF radio licked, not only for this airplane, but for all of them.

Corrective action in U. K.

Two officers, radio specialists, have departed by Clipper for

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CONFIDENTIAL

Memorandum for: Chief of the Air Staff
Subject: Unsatisfactory Operations of P-40 Airplanes.
April 7, 1943

U. K. ^{with} about 600 pounds of supplies, drawings and spares. This will fix up some 35 - 40 airplanes and they are having parts for the remainder of the aircraft made in a U. K. depot.

General remarks.

We are fully cognizant of the necessity of making this airplane completely operational in the eyes of our people in the U. K. Colonel Mark Bradley, Wright Field project officer in this airplane, is in England living with it. Pratt & Whitney engine service personnel and Republic service are right there on the job and are going to stay on this job until we get the troubles licked.

The other troubles noted, i. e., getting a better design tail wheel tire, pressurizing the droppable belly tanks to permit operations above 30000 feet, are being vigorously worked on to provide an early solution.

The Materiel Command and Air Service Command has taken the required action to see that the above fixes are incorporated, not only in current production articles, but likewise in those airplanes and engines which were produced in the interim period.

Most of the above information has been furnished personally to General Arnold at various times by the undersigned. It is believed that he is aware of the corrective action we are taking. *However suggest to glance over this paper.*

B. E. Meyers

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

APR 9 43 AM



RECEIVED
Assistant General

CONFIDENTIAL

DECLASSIFIED
DOO WTS

8 Jan. & 20 June 1971

By: 1-10-86 LC, Date: 12-74

Asst. of Air Staff, OC&R
Col. Bowman/ha/3487
Written 3/30/43.

~~CONFIDENTIAL~~

~~RELEASED~~

APR 2 1943

MEMORANDUM FOR: Assistant Chief of Air Staff,
Material, Maintenance & Distribution.

SUBJECT: Unsatisfactory Operations of P-47 Airplane.

1. It has been reported that considerable difficulty has been experienced with the P-47 airplane in the United Kingdom. This airplane was reported to be non-operational due to faulty bonding and shielding of the airplane and engine.

2. It is directed that this situation be immediately investigated and a report be rendered to this office indicating:

a. Why these airplanes were sent to the theater of operations in a non-operational condition.

b. What steps are being taken to correct the condition in the theater.

c. What action has been taken to correct the condition at the factory or elsewhere in the United States prior to shipment of the airplanes to theaters or to training establishments.

By command of General ARNOLD:

Egt

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

Dispatched
APR 2 1943
AAG

*File
cc 4/2/43*

~~CONFIDENTIAL~~

Copy for Gen. Stratemeyer

One all 4521 Eng. 256

*one all
4521 Eng
256*

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DOD lrs

8 Jan. & 20 June 1974

By ALN/BG/AC, Date 10-12-76

Non-Operational P-47 Aircraft.

Assistant Chief of Air Staff, Materiel, Maintenance and
Distribution. (ATTENTION: Brig. Gen. B. E. Meyers).

11 April 1943

Deputy Chief of the Air Staff.

3

TJH/omc/6371

Noted.

Incls: n/c.

Dispatched

APR 12 1943

AAD

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

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e 4/12/43*

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air 254

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DECLASSIFIED
DOO IHS
8 Jan & 20 June 1974
By ALM/RLC, Date 10-12-76

Non-Operational P-47 Aircraft.

TO: Colonel Carmichael
FROM: General Meyers

DATE: April 2, 1945
COMINT NO. 2
NAVJr 6385

1. The attached copy of cablegram to U.K. describes the action which has been and is being taken in regard to the P-47.
2. The radio noise trouble in the P-509 airplane has been corrected in Lockheed's "Customer's Service" beginning March 26, 1945 with airplane serial #43-13237.
3. The output of P-47's will not be affected by the above radio corrections.
4. The output of P-50's will not be affected.

HERBERT E. MUMFORD
Maj. Gen., U.S.A.

2 Incls:
Memo for Gen. Arnold
Copy of cablegram to U.K.

Ben Hanley
Wester
AHA

SECRET

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DDO HS.

9 Jan. 4 20 June 1974

By AFM/SG JC Date 12-12-76

PRU Mosquitoes -- Merlin 6100 Engines

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

15 April 43

Deputy Chief of the Air Staff

MAL/mdg/5265

9

For suspense in your division until such time as you can prepare a reply to General Spaatz' letter.

Dispatched

Apr 15 1943

AAQ

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

Incl. n/c

H 52.1 Engfund 253

File 5/1/43

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Air Ob. 452.1 Eng. 253

CONFIDENTIAL

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DECLASSIFIED
DDO IIR.
8 Jan. & 20 June 1974
By: ALM/EG IC, Date: 10-12-76

PRU Mosquitoes -- Merlin 6100 Engines.

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

8 April 1943

7

TJH/cmc/6371

1. I presented the attached draft of letter, in reply to General Spaatz, to General Arnold and he stated that it was neither a correct answer nor an answer in full.
2. General Spaatz needs the Mosquito for his photographic reconnaissance. He is willing to delay production of the P-51 in order to get the Mosquito.
3. General Arnold directs that a cable be sent to Portal stating our need for Mosquitoes and that we will supply the Merlin 6100 for installation in twenty-four Mosquito aircraft if the RAF will make the aircraft available. Rush cable to RAF Headquarters in London, get answer and then prepare a letter to General Spaatz which covers the situation. Coordinate with Materiel, Maintenance and Distribution.

Dispatched
APR 8 1943
AAG

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

Incl: n/c.

air 654521 Aug 253

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DECLASSIFIED
DDI 102
8 Jan 67
By ALW/AC 10. 000000-12-76

PRU Mosquitoes -- Merlin 6100 Engines

TO: Deputy Chief of the Air Staff

DATE April 6, 1945

FROM: Asst. Chief of Air Staff - Operations, Commitments &
Requirements

COMMENT NO. 6
FHL/bra/5132

1. In accordance with comment 1, letter to General Spaatz for General Arnold's signature is submitted.

Incl. n/c

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

~~CONFIDENTIAL~~

CONFIDENTIAL

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8 Jan 4 20 Juch
By: AIN/OC/AC Del. 19-12-76

FRU Mosquitoes -- Merlin 6100 Engines.

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

29 March 1943

#1

TJH/cms/8371

1. The attached letter from General Spaatz was delivered by Colonel Barker. General Arnold has not yet seen it.

2. It is desired that you make the necessary investigations to determine the feasibility and desirability of carrying out General Spaatz's recommendations and prepare an answer for General Arnold's signature.

Incl: Ltr to Gen. Arnold from Gen. Spaatz, dtd 3-18-43, subject as above.

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

Dispatched
30 1943
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OK
3/30/43*

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air 45 211 Eng 743*

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DD Form

8 Jan & 20 June 1974

By ALM/86 LC Date 12-12-76

Bombardment Aviation - Value of High Level, Large Airplanes vs. Low or Intermediate Level, Lighter Airplanes.

Chief of the Air Staff

8-27-45

Director of Bombardment

1

23:vcj

1. Attached hereto is a copy of a letter of March 18, 1945, on the above subject from this Headquarters to the Commanding General, Air Forces School of Applied Tactics.

2. Although it is stated in the letter that no opinion is expressed as to the comparative values of the types of airplanes, paragraphs 2 and 3 contain statements which, if unqualifiedly true, make it apparent that:

a. Heavy bombers are entirely too expensive to use in the European theater;

b. Germany cannot be attacked in daylight from the air because heavy bombers cannot penetrate defenses while lighter airplanes do not have sufficient range for the job.

3. Since it appears that this letter was prompted by statements made in a recent Air Room interview, and since it is believed that such an expression from this Headquarters lends excessive force to a defeatist attitude, it is desired to offer the following comments:

a. VIII Bomber Command losses for the last three (3) months of 1942 averaged only 2.54% per mission, and General Baker states that he has found less effective opposition to penetrations into Germany than to his attacks on the Brest-Bordeaux coast.

b. During the interview in question, Colonel Overacker stated that they could count on having as much as one minute of comparative safety between changes in course. This is ample time for a normal bombing run, but by pre-synchronization and by using A.F.C.E. as little as 20 seconds of straight run is adequate.

c. Fast bombing effectiveness is known to have been less than that which was expected, but no basis is seen for the statement of 2% effectiveness. Certainly that will not apply to recent missions wherein the A.F.C.E. is known to have been used. Inadequate training and certain other known factors contributed to the past ineffectiveness, but it is not thought that results have been sufficiently poor to justify such an unqualified statement.

d. It is not believed that any lighter bombers will ever be able to remove any part of heretofore understood legitimate requirement for long-range, self-defending heavy bombers. It is recognized that heavy bombers have too frequently been used on missions where less expensive airplanes would serve, but this can best be corrected without implying that the heavy bombers are not required.

23:vcj
850 / 252

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~~RELEASABLE~~

Bombardment Aviation - Value of High Level, Large Airplanes vs. Low or Intermediate Level, Lighter Airplanes.

3-17-45

Chief of the Air Staff

Director of Bombardment

1 cent.

e. VIII Air Force reports show that 50% of their bombs fall within about 1000 feet of the center of their target. On regular standards, that is not good accuracy, but compared to the RAF average of 5% within one mile of the center of the target, the AAF result is excellent. Therefore, there can be no justification for adopting RAF airplanes or technique or for reducing the number of heavy bombers deemed necessary for long-range precision bombing.

4. Although it is recognized as always well to weigh carefully the relative values of different types of airplanes, it is believed that this should be done only on a sound basis with entirely established facts as a guide. Since the letter under discussion contains supposedly authentic but nevertheless erroneous data and implications, thereby giving an incorrect impression of the condition, it is recommended that action be taken to mitigate the probable effects of the letter, and it is thought that the desired result might be accomplished by forwarding a copy of this memorandum to the Commanding General, AFSAT, and to each other office which received a copy of the letter. Also, although file copies of the letter show no classification, it is recommended that action be taken to classify the original and all copies as "Secret".

Incl.
by ltr to CG, AFSAT
dtd 3-18-45 frm
Col. Gross, above subj.

E. L. HUBANK
Brig. General, U.S.A.

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

DATE 6 April 45

COMMENT NO. 2
MAL/mdg/5265

1. The Deputy Chief of the Air Staff (General Hall) has directed that you note the attached comments from the former Director of Bombardment, and if you are in accord with his recommendations, take the action indicated.

2. If you are not in accord with General Hubank's comments your comments and recommendations will be stated hereon.

Incl. n/c

Dispatched
APR 6 1945
AAG

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~~RELEASABLE~~
file 4/1/45
2

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

2
Airs 452.1 Eng (52)
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HEADQUARTERS ARMY AIR FORCES

DECLASSIFIED
DDO IWS

ROUTING AND RECORD SHEET

8 Jan. & 20 June 1974

AF AIA/SG, AG, Detm, 12-76

SECRET

TALLY NO.	
FILE NO.	

SUBJECT:

P-47's in U.K.

TO: Materiel Command

DATE 3/26/43.

FROM: Colonel Peterson

COMMENT NO. 1.

General Arnold would like to have a brief summary and action being taken on the following:

- a. Counter-weights being installed in P-47 engines and why do some of them have to be reworked?
- b. Changes in ignition harness.
- c. Changes in antenna masts.
- d. Change from our sight to the British gun sight.
- e. Why the shortage of A-12 oxygen regulators.
- f. Elimination of noises in the SCR-522 sets.
- g. Defective tire on tail wheel.

Also, what is being done in developing the 100 - 125 gallon tank and will it be pressurized satisfactorily for 30,000 feet?

C. A. P.

Ref: Wire from U.S. #886 345

DATE March 30, 1943
COMMENT NO. 2
WAW:jk 6235

TO: Colonel Peterson

FROM: Materiel Command

1. In reply to Comment No. 1, the following information is submitted:

- a. The counter-weights originally redesigned were found to be slightly out of balance and therefore, the changes were necessary. It was also necessary to increase the bearing clearance to improve oiling and to redesign the spline arrangement on the counter-weight sleeve.
- b. (1) Pressurized magnetos and distributors.
(2) Improved neoprene cover, water-proofed, non-wicking ignition wire.
(3) Sealed type spark plug elbows.
(4) Improved spark plugs (no blow-by or leakage).
- a. The AN-104 antenna mast (which is an AN-74A with improved clamping base) is in production. The AN-104A (Compregwood mast) will be in production about May let. This will supposedly be the answer to our woes. The AN-104 is an improvement over the AN-74A, but is not completely satisfactory.

5029 mt 7/2

PAGE - 1 -

3-1109 A.P.

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HEADQUARTERS ARMY AIR FORCES

DECLASSIFIED

EO 13526

DATE 8-22-2008 BY 60322/UC/STW

By AIR/SC-10 Date 12-12-76

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: P-47's U.K.

TO: Colonel Peterson

DATE March 30, 1943

FROM: Materiel Command

COMMENT NO. 2 (Cont'd)
WAV:jk 6235

- a. The gun sight situation is being investigated by the Materiel Center. A report is expected in approximately one week.
- a. There has never been any shortage of A-12 oxygen regulators and there is a large surplus at this time.
- f. On March 27, 1943, the manufacturer incorporated changes recommended by the Aircraft Radio Laboratory to eliminate the noises in SCR-522 sets. Instructions have also been furnished to the units having the P-47 airplanes to enable them to make these modifications.
- g. Originally, 6-ply rayon, smooth-contour 14.50 tires were used on the P-47. This was later changed to 8-ply channel tread tires which proved to be unsatisfactory. A 6-ply rayon, channel tread tire is specified for use on the 1051st and all future P-47's. However, a sufficient quantity of 6-ply rayon, smooth-contour tires have already been shipped to the contractor to cover his Requirements through the 1050th article. The use of these tires avoided scrapping approximately 4,000 tires. The 8th Air Force is being contacted to determine whether or not Technical Order O4-10-1 is being complied with and if the tailwheel tire failures are epidemic enough to require scrapping 4,000 of the 6-ply rayon, smooth-contour tires.
- h. Immediately upon receiving message #886, the Materiel Command forwarded instructions to the Materiel Center to investigate the possibilities of building a pressurized 100 - 125 gallon droppable tank for the P-47. They were also instructed to investigate the possibilities of making the present production 200 gallon tank operational above 20,000 feet to and including 30,000 feet. A report will be furnished this office as soon as the results of this investigation have been determined.

J. W. Sessums, Jr.
for J. W. SESSUMS, JR.,
Colonel, Air Corps. *RSK*

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SECRET

DECLASSIFIED

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DDO R/S
8 Jan 4 20 Jan 1961
By AAN/AGIC; Date 12-12-78

AFAC

Major W. R. Burt
Ext. 6701
ak

FEB 2 1943

**Air Vice Marshal F. Haddock-Foster,
British Joint Staff Mission,
Washington, D. C.**

My dear Foster: -

In reply to your letter of the twelfth of February, it is our desire to comply with your request for a bombardment aircraft, as opposed to a support aircraft, in meeting the balance of A-20 allocations provided under the so-called Arnold-Evill-McGuin Agreement.

In this regard a proposal by you to the MAC (Air) to substitute a like number of B-25's in lieu of the balance of 51 A-20's set aside for Great Britain in MAC (Air) Case #200 will receive the concurrence of the Army Air Force.

It is believed that the arrangement for substitution should specify that the B-25's are to be delivered on a schedule equivalent to that upon which you would have received delivery of the original A-20 allocation and, further, that the A-20's are to revert to the Army Air Force.

The arrangements outlined above, of course, will be subject to review in the event it is decided that Great Britain reequip a British group in North Africa, now equipped with Malaya, with British-owned A-20's now in the United Kingdom. If this is done, you will probably not desire to exchange A-20's for B-25's but will require the A-20's to support the British Group in North Africa.

Sincerely yours,

Dispatched
FEB 20 1943
AAG

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

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Air 452.1 Eng 249

7/21/43

Air 452.1 Eng 249

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EOD 100
8 Jan 8 23 June 1974
LC 100~~

For
CS memo 23 Jan 76
BY: *[Signature]*

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

12th February, 1943.

AIR STAFF

U. S. SECRET
BRITISH MOST SECRET

Major General G. E. Stratemeyer,
Army Air Forces,
Room 3E-1023
War Department
Pentagon Building
WASHINGTON, D. C.

-1- I wrote to you on 9th February enclosing a letter I had written to Brigadier General Harper to explain our understanding of the agreement reached between General Arnold and Air Chief Marshal Portal at Casablanca regarding the training and equipment of U.S.A.A.F. night fighter squadrons for North West Africa, and the retention by the R.A.F. of 100 Bostons allocated for delivery in 1943.

You will remember that the Air Ministry was particularly anxious that these Bostons should be of the bomber type (A.20-C), and not the attack type (A.20-G). These aircraft are primarily required for the maintenance of No. 2 Group, the light bomber Group in Bomber Command, and conditions in the European Theater make it absolutely essential that the aircraft should be suitable for high-level bombing as well as for ground attack. I understand that General Arnold was in sympathy with this request, and undertook to investigate the possibility of supplying the A.20-C rather than the A.20-G. It appears, however, that the bomber version of the Boston cannot now be conveniently made available.

-2- The present position is that nineteen A.20-C's are allocated to us for delivery in January and February, thereafter

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production of the A.20-C will cease, and the remaining 81 aircraft will be of the A.20-G type. It would clearly be very inconvenient to ask you to undertake the burden of modifying this comparatively small number of aircraft in this country, in view of the existing pressure on modification facilities.

-3- The Air Ministry have therefore asked me to put to you at once a proposal which may serve our mutual interest by eliminating this problem of modification which is always a source of delay and difficulty.

Would it be possible for you to replace these 81 A.20-G's by 81 B.25's, to be allocated to the same delivery schedule? The B.25 is admirably suited to the work of our No. 2 Group without serious modification, and it may be that 81 additional A.20-G's would be of use to the U.S.A.A.F. for the equipment of squadrons for close support of ground forces.

So far as I know the facts, this seems to me to be a suggestion which would be to our mutual advantage, and I should be most grateful if you would give it serious consideration.

Yours sincerely,

/s/ F. Macleese Foster

P.S.

With regard to our talk at the C.C.S. Meeting this afternoon, I do not think that the B-26 aircraft would be at all as useful for our purposes as the B.25. It would mean introducing a new type of aircraft in No. 2 Group, which we are naturally most anxious to avoid.

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DDO 178
8 Jan. & 20 June 1974
By ALN/SG/10 Date 10-12-76

TO: Chief of the Air Staff
FROM: Assistant Chief of the Air Staff, A-3

DATE 2/17/43

COMMENT NO. 2

WRB/ok/6701

1. Attached proposal has been gone over carefully with General Anderson and Colonel Langmaid and a proposed reply is forwarded for signature.

2. The fourth paragraph has been added as an afterthought in view of the recommendations to be made on cable C-427 dated 2/12/43 from Algiers wherein General Eisenhower expresses his desire to reequip the British Malay Group with A-20's. The role in North Africa will be support and we will not have this problem with the British about bomber A-20's.

1 Incl. added:
Proposed reply to
Air Vice Marshal F.
Maddox Foster

ROBERT W. HARPER
Brigadier General, U. S. A.

SECRET
DECLASSIFIED

Availability of Aircraft to the Army Air Forces

DECLASSIFIED

DDO IWS

Jan 4 20 June 1971

1/15/43

General Arnold ~~NAME~~ the Chief of the Air Staff

A-3, Assistant Chief of the Air Staff

1

WMB/ek/6701

1. Attached figures represent results obtained since the date of the original Arnold-Towers-Porter Agreement (C.G.S. 61/1) and the variation between deliveries and modification center output represents, it is believed, the prime cause of the "growing pains" experienced while trying to meet and back up the original commitments pertaining to bombardment.

2. As of June 1, 1942 estimated availability to the Army Air Forces for the June thru December period was:

Heavy Bombers	1712
Medium Bombers	2086
Light Bombers (ZE)	778
Light Bombers (IE)	1193.

3. It is recommended that, with the past results available for study, the A-4 Division be directed to monitor a detailed report on the outlook for the coming six months and submit recommendations for corrective action after coordination with the Director of Military Requirements and the Commanding General, Materiel Command.

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

Incl:

"Factory Deliveries vs.
Modification Center Deliveries"

copy to A-4 Division

TO: Asst. Chief of the Air Staff, A-4.
FROM: Deputy Chief of the Air Staff, A

DATE 1/20/43

COMMENT NO. 2
MAL/mdg/5265

For necessary action to effect the recommendation contained in Par. 3, preceding item, which is approved by the Deputy Chief of the Air Staff.

Dispatched
JAN 20 1943
Incl A&B/c

MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

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DDO ltrs

8 Jan. & 20 June 1974

By *AL* / *BC* / *LC*, Date *10-12-76*

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~SECRET~~

TALLY NO.	
FILE NO.	

SUBJECT: Attached Memoranda.

TO: Chief of the Air Staff

DATE 1-2-43 OSP:meh

FROM: A-3

COMMENT NO. 1

1. The attached memoranda to Mr. Hopkins and Air Marshal Evill precede the formal Agreement on air supplies to the British in 1943, made under the proceedings of the Lyttelton Mission, copy No. 6 of which was earlier furnished you.

2. The enclosed correspondence should be considered as an integral part of the Lyttelton Agreement and will help to explain it.

1 Incl.
 Memoranda to Mr. Hopkins (2)
 11-26-42, and Memorandum to
 Air Marshal Evill, w/3 Incls.
 11-26.42, Copy No. 6

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

Air Adjutant General

#2.

Chief of the Air Staff

Jan. 16, 1943

1. Inclosure withdrawn and attached to copy #6, as requested.
2. For files.

MMR
 MILLARD A. LIBBY,
 Lt. Colonel, G. S. C.

*File
 ca 11/17/43*

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~~SECRET~~

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DDO 1875

8 Jan. & 20 June 1974

By ALW/OCAC Date 10-12-74

SECRET

Report on British Aircraft Production, November-December, 1942

Chief of Air Staff

Feb 2
~~Jan 30~~, 1943

A-4

(cont'd)

ECL:msc 71172

b. The conversion of certain plants from medium to heavy bomber production.

c. The building of small orders of specially modified Hurricanes for launching from catapults on merchant vessels and of the Seafire version of the Spitfire for carrier operation.

d. One factor which might contribute to a decline in airplane production is the tardy appreciation of the increased percentage of spares required for overseas operations. Spares consumption data computed on information obtained from operations in the United Kingdom indicated that 20% (money value) spare parts were adequate. There have been recent discussions as to the need for a "breathing spell" in assemblies to allow for an upward adjustment in spare parts production for overseas theatres. At this time, this matter is one of conjecture. It has been impossible to secure factual data on the influence of this factor on December production.

e. The A-3 comment "evidence of manpower shortage represents an opposite view from that presented during the Arnold-McCain-Evill conferences," is irrelevant and not supported as a fact by the notes kept on these conferences. The following note is quoted from the record of the conference of November 23, 1942:

EVILL: "Our production is stabilized; hence we have no cushion, Your production program is expanding."

Incl n/c

RICHARD H. BALLARD,
Colonel, G.S.C.

TO: Director of Statistical Control

DATE: 2/3/43

FROM: Chief of the Air Staff.

COMMENT NO. 5
MAL/mdg/5265

To note the comments of A-4 and A-3 in preceding items.

Dispatched

FEB 4 1943

Incl. n/c

MILLARD A. LIBBY,
Lieut. Colonel, G. S. C.

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File 2/10/43

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22453.1 Eng. 244 B

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8 Jan. & 20 June 1974

By AG/AG/IC Date 10-12-76

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(54)
B*

Report on British Aircraft Production, November-December, 1942

Deputy Chief of the Air Staff

1/11/43

Statistical Control

1
ERF/eg/73889

1. Attached is a report prepared by the Foreign Statistics Liaison Section of this office, analyzing British aircraft production during November and December, 1942.

2. This report is submitted for your information and comment.

CHARLES B. THORNTON
Lt. Colonel, Air Corps

1 Incl

Rept. on British Aircraft Production, Nov.-Dec., 1942

TO: Assistant Chief of Air Staff, A-3
Assistant Chief of Air Staff, A-4 IN TURN

DATE 1/18/43

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 2
TJH/eva/6371

1. Attention is invited to the attached report. Request return of this report with your comments.

Dispatched

JAI. 18 1943

AAG

Incl: n/c.

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

*File
in 1-18-43*

No copy incl.

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*air A-4
No 08 452.1 Eng 244B*

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DOD 755

8 Jan & 30 June 1974

By ALN/26 DC Date 12-12-76

~~SECRET~~
Report on British Aircraft Production November-December 1942

TO: Statistical Control

DATE 1-16-43

FROM: Chief of the Air Staff

COMMENT NO. 2
WEH:JT 5246

Noted by General Stratemeyer without comment.

1 Incl.
n/c

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

~~SECRET~~

File 1-1-43

Am by 4521 Eng 44

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DECLASSIFIED

DDO 116

8 Jan 8 2013

By: Airm/EG/100/100/100/100/100

Maintenance of American-Built Aircraft

Deputy Chief of Air Staff

1-9-43

Material Command

1

BEM:dh 2554

1. Attached is copy of letter from the undersigned to Air Marshall Evill and his reply thereto which is forwarded to you for your information. I believe this should be a matter pertaining to A-4 functions and I am accordingly passing the ball.

2 Incl.

Ltr. to A.W.Evill, 12-11-42

B. E. MEYERS

Ltr. fr. " " 12-16-42

Brig. General, U.S.A.

TO: Assistant Chief of the Air Staff, A-4.

DATE 1/11/43

FROM: Deputy Chief of the Air Staff.

COMMENT NO. 2

For necessary action.

Incl: n/c.

Dispatched
Jan 12 1943
AAG

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

CONFIDENTIAL

air staff

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GDD 076

COPI

~~SECRET~~

8 Jan. & 20 June 1974
By AIC / 5610. Date: 11-2-74

Subject: Equipment for Aircraft Being Ferried to the U.K.

TO: Dir. of Military Requirements

DATE 1-8-43

FROM: Deputy Chief of Air Staff

COMMENT NO. 1
TJH:cmc 6371

1. I have just been informed by the RAF Delegation that the Air Ministry has reported that U.S. Army Aircraft being ferried to the U.K. via South Atlantic have neither adequate maps nor proper pyrotechnic signals, particularly cartridges. The British cartridge does not fit the U.S. pistol. British bases enroute do not have sufficient stocks of maps or pistols to supply our aircraft.

2. It is directed that steps be taken to provide necessary equipment before departure from the United States.

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

TO: The Air Transport Command

DATE: 1-9-43

FROM: Dir. Military Requirements

COMMENT NO. 2
MEG:rvk JORO

1. Proper provisions have been made for the installation of pyrotechnic projectors (pistols) in all AAF airplanes. The Second and Third Air Forces have been directed to process through their respective staging stations AAF airplanes going to foreign theatres (see letter, December 17, 1942, subject: Preparation and Movement of Airplanes and Crews to Theatres of Operations).

2. Paragraph 3 e., of the referenced letter provides that: "the Air Transport Command will provide liaison with the Air Force commanders to assist in final briefing of crews while in the staging areas". The Air Transport Command is responsible for indicating the proper pyrotechnic signal cartridges to be provided each flight. The final briefing of the crews includes the responsibility for indicating the proper maps.

3. The Director of Base Services has been instructed to insure the adequate supply of all standard types of pyrotechnic signal cartridges at staging areas. The Air Transport Command should indicate to the Director of Base Services the types and quantity of pyrotechnic and other signal devices considered necessary for stockage at intermediate Air Transport Command stations.

3
Go to Col Hall, Air Staff ROOM 1643
(Base Services) Communications.

DAVENPORT JOHNSON,
Major General, U. S. Army.

~~SECRET~~

air 05 452.1 Eng. (242)

901

Kalish
JFK
11/10/43

air 05 452.1 Eng. (242)

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GPO 113
8 Jun 42 1000 1974
By ALM/56 on Dec 22 1974

TO: Deputy Chief of the Air Staff

DATE: 1-22-43

FROM: Dir. Military Requirements

COMMENT NO. 4
MEG:vk 3020

1. Items 2 and 3 indicate compliance with directive contained in Item 1.

DAVENPORT JOHNSON,
Major General, U. S. Army.

TO: The Air Adjutant General.

DATE 1/23/43

FROM: Secretary of the Air Staff.

COMMENT NO. 5
MAL/mig/5265

1. Noted by General Hanley.
2. For file.

MILLARD A. LIBBY,
Lieut. Colonel, G. S. A.

~~DECLASSIFIED~~

File
1/24/43

A.O.S. 452.1 Eng (242)

(Enc) by 1005 10 277

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DECLASSIFIED
DOO US
8 Jan 8 20 June 1974
SECRET 10, Dec 28-12-76

Equipment for Aircraft being Ferried to the U.K.

~~SECRET~~

The Director of Military Requirements

1/24/63

Air Transport Command, A-3

AFATC/A-3/JEM/2mm 73096

3.

1. Necessary action has been taken to correct this situation.

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

cc to: Col. Hall, Air Staff
ICS; Base Services; Communications.

73096 71183

File
MMA

File
c11/24/63

~~CLASSIFIED~~
~~SECRET~~

2.

Equipment for Aircraft being Ferried to the U.K.

~~SECRET~~

The Director of Military Requirements.

1-8-43

Deputy Chief of Air Staff.

#1

TJH:cmc 6371

1. I have just been informed by the RAF Delegation that the Air Ministry has reported that U.S. Army aircraft being ferried to the U.K. via South Atlantic have neither adequate maps nor proper pyrotechnic signals, particularly cartridges. The British cartridge does not fit the U.S. pistol. British bases en route do not have sufficient stocks of maps or pistols to supply our aircraft.

2. It is directed that steps be taken to provide necessary equipment before departure from the United States.

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

The Air Transport Command

1-9-43

Dir. Military Requirements

#2

MEG:vk 3020

1. Proper provisions have been made for the installation of pyrotechnic projectors (pistols) in all AAF airplanes. The Second and Third Air Forces have been directed to proceed through their respective staging stations AAF airplanes going to foreign theatres (see letter December 17, 1942, subject: Preparation and Movement of Airplanes and Crews to Theatres of Operations.)

2. Paragraph 3 G., of the referenced letter provides that: "---- the Air Transport Command will provide liaison with the Air Force commanders to assist in final briefing of crews while in the staging areas----". The Air Transport Command is responsible for indicating the proper pyrotechnic signal cartridges to be provided each flight. The final briefing of the crews includes the responsibility for indicating the proper maps.

3. The Director of Base Services has been instructed to insure the adequate supply of all standard types of pyrotechnic signal cartridges at staging areas. The Air Transport Command should indicate to the Director of Base Services the types and quantity of pyrotechnic and other signal devices considered necessary for stockage at intermediate Air Transport Command stations.

cc to Col Hall, Air Staff
TCS; Base Services; Communications.

/s/ M.E.G.
DAVENPORT JOHNSON,
Major General, U.S.Army.

~~SECRET~~

DECLASSIFIED

DDO hrs

8 Jan & 20 June 1974

By 2027/8/10 Date 12-12-76

~~SECRET~~

Equipment for Aircraft being Ferried to the U.K.

The Director of Military Requirements.

1-8-43

Deputy Chief of Air Staff.

#1

TJH:mc 6371

1. I have just been informed by the RAF Delegation that the Air Ministry has reported that U.S. Army aircraft being ferried to the U.K. via South Atlantic have neither adequate maps nor proper pyrotechnic signals, particularly cartridges. The British cartridge does not fit the U.S. pistol. British bases en route do not have sufficient stocks of maps or pistols to supply our aircraft.

2. It is directed that steps be taken to provide necessary equipment before departure from the United States.

Dispatched

JAN 8 1943

AAG

*File
a-19/43*

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

~~SECRET~~

ai 08 459.1 E-7 (2)

DECLASSIFIED

DOD IIR

8 Jan. & 20 June 1994

By AIA / RGC/C. Date 12-12-76

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SECRET

RECEIVED

SUBJECT: Attached Memoranda.

TO: Air Adjutant General.

DATE **OSP:mob**
1-2-43

FROM: A-3

COMMENT NO. 1

1. The attached memoranda to Mr. Hopkins and Air Marshal Ewill precede the formal Agreement on air supplies to the British in 1943, made under the proceedings of the Lyttelton Mission, copy No. 30, of which was earlier furnished you.

2. The enclosed correspondence should be considered as an integral part of the Lyttelton Agreement and will help to explain it.

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

1 Incl.
Memoranda to Mr. Hopkins (2)
11-26-42, and Memorandum to
Air Marshal Ewill, w/3 Incls.
11-26-42, Copy No. 30.

JAN 4 - 1943

File 1/5/43
400



RECEIVED
Air Adjutant General

air adj. G.S.C. 1 Encl. 240

*Declassified in accordance with
letter from Dept of A.F., Feb. 1970
822
1*

air 452.1 Encl 240

DECLASSIFIED

DDO ltrs.

9 Jan. & 20 June 1974

Dr. A.A.C./S.C. Date 10-12-76

~~SECRET~~

~~SECRET~~

Copy no. 30

November 26, 1942

MEMORANDUM FOR MR. HOPKINS:

Subject: Study of the Requests and Allocation of Planes to the R.A.F.

A study of the requests for planes as made by the R.A.F. and the allocations of planes from the 82,000 production shows for Army types:

	<u>H</u>	<u>M</u>	<u>L</u>	<u>F</u>
Requested	111	936	2645	1284
Allotted	1548	622	2300	2626

Taking into consideration the fact that the U.S.A.A.F. requirements will be short some 2,000 planes in Medium and Light Bombardment, I do not think that the R.A.F. has come out so badly. Of the above figures the R.A.F. has an obligation of but 50 planes a month on a total of 600 to Russia. We have taken over their other Russian obligations which totaled 2,400. Their initial request should, therefore, be reduced by this amount.

Insofar as Navy production is concerned, the British requests have been met with the exception of 1,500 additional torpedo bombers, 1,000 additional fighters, and 62 patrol bombers. Allocation of any excess production of these types is the subject of separate discussions between the R.A.F. and the Navy for patrol planes, and between the Fleet Air Arm and the Navy for carrier types.

Signed:

H. H. ARNOLD,

Lieutenant General, U.S.A.,

Commanding General, Army Air Forces

Redefined
~~SECRET~~

~~SECRET~~

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DECLASSIFIED

DDO HRS

8 Jan & 20 June 1974

By John C. IC, Date 12-12-76

~~SECRET~~

November 26, 1942

MEMORANDUM FOR MR. HOPKINS:

Subject: Air Ministry proposals for allocation of
U.S. produced aircraft to U.K. for 1943.

Attached herewith is copy of the letter to Air Marshal
Evill relative allocations of airplanes produced in the United
States in 1943.

Exhibit "A", attached hereto, shows initial distribution
between U.S. Army and Navy Air Forces, R.A.F., R.N.A.F. and
R.A.F., R.C.A.F., R.A.A.F., R.N.Z.A.F., Russia, and other
nations, of combat types based upon 80% of total production.
On the right hand side of Exhibit "A" is shown distribution
of the full 73,000 combat airplanes, which is the production
target for 1943. This division is necessary in order that
every one may be sure of a definite number of airplanes in
planning units for operation.

Exhibit "B", attached hereto, shows distribution of
transport planes, based upon both 80% and 100% production.
This totals approximately 9,000 bringing the total combat
planes to 82,000.

Signed:

H. H. ARNOLD,

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

Incl:

Cy ltr 11-26 to A.M. Evill
Exhibit "A"
Exhibit "B"

Delivered

~~SECRET~~

DECLASSIFIED

DDO hrs.

8 Jan. & 20 June 1974

SP-114786 JC: Dan. 10-12-76

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~~SECRET~~

November 26, 1942

Air Marshal D. C. S. Evill,
Royal Air Force Delegation,
Room 304, Office Combined Chiefs of Staff,
Washington, D. C.

My dear Evill:

1. a. In reply to the Air Ministry proposals for the allocation of United States produced aircraft to the United Kingdom for 1943, as contained in the enclosures to your letters of 19 November 1942, and 23 November 1942, and as discussed in conferences of recent date, you are informed that these proposals have received the most careful consideration and study. This problem has been approached on the principles set forth by the President of the United States and concurred in by the Prime Minister of Great Britain, that powerful United States Air Forces must be created and maintained and that every appropriate aircraft built in the United States should be manned and fought by American crews subject to the following conditions:

"That our combined aim shall be to create and bring into decisive action as quickly as possible fully trained United States and British Air Forces adequate for the defeat of our enemies and that the combined aircraft production, trained manpower, and shipping available to the United States and the British Commonwealth should be used to the best advantage in creating and employing those Air Forces to that end."

"That the revision of previously agreed allocations of aircraft to Great Britain shall be made so as to avoid weakening the combined strength in any theater."

Additional conditions which I think should be agreed upon are:

"That the maximum number of airplanes be employed in actual combat with the enemy, and the minimum number be used in reserve, in schools, or held on the ground without combat crews."

"That if either the United States or Great Britain cannot meet their program and thus have additional airplanes for which no combat units are available, these surplus airplanes will be transferred to combat units of other of our Allies who have the necessary personnel to man them."

b. The requirement of the planned British program for 1943 as submitted has been compared with the programs of the United States Army and Navy, together with the resources available, including the estimated production for the period. As you are already aware from examination of these programs, the extent of the resources estimated to be available

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will not fulfill the requirements of both these programs in their entirety. Accordingly, it is proposed that the United States undertake to allocate to the United Kingdom from United States production in 1943, the following aircraft by types and in the quantities shown below. These figures represent the maximum number of planes that we can, with any degree of certainty, be sure to have available for the United Kingdom without seriously restricting the approved program for combat units of the United States Air Forces.

From Army Air Force Production Sources to the Royal Air Force:

48	B-24 Heavy Bombers	
276	B-34 Medium Bombers (Gen. Rec.)	
83	A-29 Light Bombers (Gen. Rec.)	
720	A-30 Light Bombers*	
894	A-31, 35 Dive Bombers	
603	SB2A (340) Dive Bombers**	
600	P-40 Fighters	
600	P-51 Fighters	
3524	Direct allocation to United Kingdom	
1200	P-39's to U.S.S.R. on United Kingdom account	
5024	Total net allocation to United Kingdom, less exchange	
600	P-39 Fighters, exchange for 600 Spitfires	
5624	Total gross allocation to United Kingdom	

*100 of Production Target. All due for delivery to United Kingdom.

**This is the balance on a terminating contract for 750.

From sources of production under the cognizance of the United States Navy it is intended that the following aircraft will be assigned to the United Kingdom:

To the Royal Air Force:

Patrol Bombers (4-eng)	100	
Patrol Bombers (2-eng)	<u>337</u>	
		437

To the Fleet Air Arm:

Torpedo Bombers	395	
Dive Bombers	185	
Carrier Fighters	1065	
Scout Observation	240	
Amphibians	<u>16</u>	
		1901
		<u>2336</u>

~~SECRET~~

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c. Attached Tab "A" sets out the Royal Air Force specific units intended to be maintained during 1943 from these allocations of United States Army Air Forces aircraft.

2. In addition to the direct allocations to the United Kingdom for the support of the British services it is intended that the United States will take over one hundred fighters per month (total 1200) of the British obligation to the U.S.S.R. Furthermore, the United States will make available to the U.S.S.R. an additional 600 fighters in exchange for an equivalent number of Spitfires which will be required for the support of the United States Army Air Force fighter groups so equipped. As a result of the foregoing the United Kingdom's commitment to the U.S.S.R. under existing protocol is reduced to 50 fighters per month.

3. In arriving at the allocations heretofore outlined, the numbers of airplanes available for assignment are based upon only 80% of the estimated production program. This reduction in numbers of airplanes available from production applies in all cases except as stated in paragraph 1.

In the event that additional combat type aircraft over and above the 80% estimates become available during 1943, such excesses will be allocated in the following manner:

To U. S. Army Air Forces	50%
To the United Kingdom	30%
To Russia	10%
To other Nations	10%

In the case of Naval aircraft, special consideration will be given to those countries having need for Naval type aircraft.

The above allocation of excess airplanes will also be subject to the principle outlined in paragraph 1 - that no airplane be held on the ground when the crews are not available.

4. In accordance with the directive of the Joint United States Chiefs of Staff and in agreement with policy established in C.C.S. 61/1 and the deployments envisaged in C.C.S. 91, the United States is studying requirements of the British Dominions in United States theaters of responsibility and Canada. Allocations of approximately 1375 tactical aircraft will be made from United States production in 1943 to the Air Forces of the Dominions. Of pertinent interest in this regard, the United States may be expected to supply 2600 additional aircraft to the U.S.S.R. and 800 to other countries.

5. The United States proposes to replace certain existing and projected British squadrons equipped with United States produced aircraft by substituting comparable United States Army Air Forces units in theaters of combined strategic responsibility as rapidly as strategic priorities and production will permit.

The United States proposes that the United Kingdom retain and re-equip with United Kingdom produced aircraft, certain British squadrons

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now equipped, or presently planned to be equipped, with American produced aircraft. It is considered that the employment of these units renders this desirable and advisable, and that estimated British production of suitable types will permit.

6. Because of the urgent necessity for arriving promptly at an acceptable agreement on allocations of combat type aircraft, the problem of transport and trainer types have not been considered in this paper. It is proposed that separate studies of our requirements and capabilities for these types follow immediately the solution of our present problems on combat types.

7. In considering dispositions to be made of United States produced aircraft for 1943, the United States has accepted as a determining factor the principle that every suitable and available aircraft of combat type must be utilized in active combat theaters to the maximum extent, and that no unnecessary reserves of such aircraft be maintained in inactive theaters, in the United States or elsewhere.

8. It is our considered opinion that the foregoing proposals will result in the development of the most effective and efficient pattern for a combined Air Force in all of its basic elements for successful prosecution of the war against the common enemy.

9. In view of the uncertainty of military operations in strategic theaters in which these airplanes may be employed, it is believed desirable that there be another meeting between representatives from the United States Army and Navy Air Forces and the R.A.F., about March 1st, to make a restudy of this whole question of allocation of airplanes.

Signed:

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

J. S. McCAIN,
Rear Admiral, U.S.N.,
Chief, Bureau of Aeronautics

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**BRITISH SQUADRONS AND NECESSARY OTU'S
TO BE MAINTAINED FROM U.S. PRODUCTION THROUGH 1943**

<u>CLASS</u>	<u>TYPE</u>	<u>THEATER</u>	<u>DUTY</u>	<u>NO. SQDS. TO BE MAINTAINED</u>
HB-4E	B-24	U.K.	Gen. Recon.	6
	B-24	India	Gen. Recon.	1
	B-24	Canada	O.T.U.	
MB-2E	B-34	S. Afr.	Gen. Recon.	4
	B-34	N. Am.	O.T.U.	
LB-2E	A-28/29 (Hudson)	U.K.	Gen. Recon.	8
	A-28/29	M.E.	Gen. Recon.	2
	A-28/29	W. Afr.	Gen. Recon.	1
	A-28/29	India	Gen. Recon.	3
	A-28/29	N. Am.	O.T.U.	
	A-28/29	Aden	O.T.U.	
	A-20	U.K.	L. Bomb	2
	A-20	M.E.	L. Bomb	2
	A-30	M. E.	L. Bomb	13
	A-30	M. E.	O.T.U.	
LB-1E	A-31,35	India	D. Bomb	11
	A-31,35	India	Bomb Recon.	4
	A-31,35	India	O.T.U.	
	340(SB2A)	U.K.	Bomb Recon.	10
	340(SB2A)	N. Am.	O.T.U.	
F-1E	P-40	M.E.	Fighter	10
	P-40	M.E.	F. Recon.	1
	P-40	S. Afr.	Fighter	3
	P-40	M.E.	O.T.U.	
	P-51	U.K.	F. Recon.	17
P-51	U.K.	O.T.U.		
TOTAL				98 Sqds.

TAB "A"

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Initial Distribution 82,000 Plane Distribution (Tentative)

	H	M	L	F	M	Total	H	M	L	F	M	Total
R.A.A.F.	48	276	2300	1200	-	3824	1546	622	2300	2626	-	7096
R.N.A.A.F. & R.A.A.F.	100	337	580	1065	256	2338	100	337	580	1065	256	2338
R.C.A.A.F.	-	155	-	60	15	230	-	155	-	60	15	230
R.A.A.A.F.	-	43	265	260	43	611	-	43	265	260	43	611
R.N.Z.A.A.F.	-	7	120	240	88	455	-	7	120	240	88	455
Russia	-	144	1200	3000	-	4344	-	314	1360	3474	-	5148
Other Nations	-	14	106	50	5	175	-	14	106	524	5	649
TOTAL	148	976	4571	5875	407	11977	1548	1192	4731	8249	407	16527
U.S.A.A.F.	8661	5596	3100	11189	-	31546	9432	7123	4543	16564	-	37662
U.S. Navy	663	1601	6951	5447	420	15082	760	1601	9004	7074	420	18859
Total U.S.	9324	7197	10051	19636	420	46628	10192	8724	13547	23638	420	56521
GRAND TOTAL	9472	8173	44622	25511	827	158605	11840	10216	18278	31887	827	73048

Exhibit "A"

SECRET

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CALENDAR YEAR 1943

	Transports (heavy and medium) Initial <u>(80% Target)</u>	82,000 Program <u>(100% Target)</u>
R.A.F.	400	600
R.N.A.F.	-	-
R.C.A.F.	30	38
R.A.A.F.	33	42
R.N.Z.A.F.	15	19
Russia	-	-
Other	30	38
U.S. Army	3529	4209
U.S. Navy	<u>300</u>	<u>475</u>
TOTAL	4337	5421

Exhibit "B"

~~SECRET~~

CONFIDENTIAL

DECLASSIFIED

DECLASSIFIED
DOO #15

8 Jan. & 20 June 1974

By ALM/EG LC, Date 10-12-76

Maintenance of Aircraft.

TJH:mc 6371

1 AFDAS AFADS 1942
12-17

1. Attached is a letter from Air Marshal Eville to me which is self-explanatory.

2. The policy referred to is one for placing the complete responsibility for repair and maintenance of all American built aircraft on the U.S. Forces in the field and our Air Service Command. You are familiar with our discussions along this line with the Middle East.

3. It is desired that you make arrangements to be present at the conference with the RAF Delegation, the Air Service Command and the Materiel Command.

4. The attached correspondence is personal and should not be referred to. e

18
AAG
File

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

Incl: Ltr to Gen. Hanley from
Air Marshal Eville, dtd 12-16-42.
Cy ltr to Gen. B.E. Meyers from
Air Marshal Eville, dtd 12-16-42.

DECLASSIFIED

CONFIDENTIAL

ms. Will
and (238)

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RELEASABLE

DECLASSIFIED

DDO 115

8 Jan 8 20 June 1974

By / / Date 12-2-76

AFACT Col. Harper
6110

December 17, 1942

Mr. Harry L. Hopkins,
Chairman,
Combined Munitions Assignment Board,
The White House,
Washington, D. C.

My dear Mr. Hopkins:

In accordance with instructions received in conjunction with the visit of the Lyttelton Mission, the attached Agreement has been reached between the Royal Air Force, the Army Air Forces, the Fleet Air Arm - Royal Navy, and the Bureau of Aeronautics, to govern the allocation of aircraft for the calendar year 1943.

I am forwarding the attached copy as a report to the Commander-in-Chief, and trust that you will make it available to him.

Very truly yours,

Dispatched

DEC 18 1942

AMM

Gille

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

Incls.

Copy of Agreement
Copy of Distribution Chart

air AF 452.1 England

(235)

SECRET

RELEASABLE

air AF 452.1 England (235)

DECLASSIFIED

DD FORM

1 Jan 4 50 Issue 1974

By ALM/ELAC/Doc. 10-12-74

~~SECRET~~
DECLASSIFIED

Col. Harper, AFACT
6110

December 17, 1942

Rear Admiral W. R. Patterson,
Office Combined Chiefs of Staff,
Washington, D. C.

My dear Patterson:

Transmitted herewith is a signed copy of the
Memorandum of Agreement between Lieutenant General
Arnold, Air Marshal Eville, Rear Admiral McCain, and
yourself, for your file.

Sincerely yours,

Dispatched

DEC 18 1942

AAG

File

GEORGE R. STRATHEMER,
Major General, U.S.A.,
Chief of the Air Staff.

1 Incl.
Signed by of
Agreement.

all HQ 452.1 Eng (23) D

~~SECRET~~
DECLASSIFIED

all HQ 452.1 Eng (23) D

RECLASSIFIED

December 17, 1942

Rear Admiral J. S. McCain,
Chief of the Bureau of Aeronautics,
Navy Department,
Washington, D. C.

My dear McCain:

Transmitted herewith is a signed copy of the
Memorandum of Agreement between Lieutenant General
Arnold, Air Marshal Ewill, yourself, and Rear Admiral
Patterson, for your file. Additional mimeographed
copies will be forwarded to you in the near future.

Sincerely yours,

Dispatched
DEC 18 1942

AAG

File

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

1 Incl.
Signed copy of
Agreement.

all. BY 450.1 Eng. (23) C

RECLASSIFIED

all 450.1 Eng. (23) C

~~SECRET~~

DECLASSIFIED

DDO HHS

8 Jan & 20 June 1974

By AAG / R/S JG, Date 10-27-76

~~SECRET~~

RWH:meh

AFACF

6110

December 17, 1942

Air Marshal D. G. S. Eville,
Royal Air Force Delegation,
Room 304, Office Combined Chiefs of Staff,
Washington, D. C.

Dear Air Marshal Eville:

Receipt of your letter of December 15, 1942,
to General Arnold, with accompanying memorandum and
three signed copies of the Agreement on air supplies
to the British in 1943, made under the proceedings
of the Lyttelton Mission, is hereby acknowledged.

Sincerely yours,

Dispatched

DEC 18 1942

AAG

Yell

e

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

*ALL
BY 1621 Eng
234 B*

~~SECRET~~

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234 B

CAS

SECRET

DECLASSIFIED

DECLASSIFIED
DOB 105
8 Jan. & 20 June 1974
By DAW / GCS, Date: 11-12-76

December 17, 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPD:
ATTENTION: General Wedemeyer.

**SUBJECT: Allocations of Aircraft to Great Britain
for Calendar Year 1943.**

1. Attached is a copy (Incl. #1) of the Agreement between the British and United States air services to govern allocations of aircraft during the calendar year 1943, based on instructions received at the time of the Lyttelton Mission's visit to Washington.

2. Inclosure #2 is a table presented by General Arnold at The White House in order to give the British some assurance as to their assignments in the event the United States did not achieve production at the full 82,000 aircraft (75,000 combat) rate for the types of aircraft in which they were asking support for their units in 1943. Roughly this procedure was to set out what would be allocated on an 80% basis and what might be allocated on the basis of the full program. Subsequent negotiations brought out the advisability of shifting allocations amongst certain classes of aircraft in order to combine available United States resources and British and American requirements into an acceptable compromise (Incl. #1). Failures in production below 80% are to be borne proportionately.

3. A review will be made in May 1943, to determine the practicability of further allocations from production of over 80% of the target program.

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

2 Incls.

- #1 - Gy No. 3 - Agreement between U.S. & British.
- #2 - Table.

air 452.1 England (234)

*File
air 12/17/42*

SECRET
DECLASSIFIED

air 452.1 England (234)

SECRET

Exhibit "A"

DECLASSIFIED

DDO #15

8 Jan. & 20 June 1974

By: ALC/BC, LC, Date: 78-12-74

Initial
Distribution

DECLASSIFIED

25,000 Plans
Distribution
(Tentative)

	H	M	L	P	M	Total	H	M	L	P	M	Total
RAF	48	276	2300	1200	-	3024	1648	622	2300	2226	-	7096
USAF & RAF	100	537	800	1065	208	2330	100	537	800	1065	208	2330
USAF	-	188	-	80	15	230	-	188	-	80	15	230
USAF	-	43	265	200	43	611	-	43	265	200	43	611
USAF	-	7	120	240	80	455	-	7	120	240	80	455
Russia	-	144	1200	2000	-	4344	-	314	1200	2474	-	5148
Other Nations	-	14	108	80	5	175	-	14	108	224	5	449
TOTAL	148	976	4571	5075	407	11977	1648	1626	4731	5249	407	16627
USAF	3061	5328	3100	14180	-	31649	9432	7123	4643	16824	-	27622
US Navy	622	1601	6951	5447	420	18042	700	1601	2004	7074	420	18099
TOTAL US	3384	7197	10051	19627	420	49691	10132	5724	13647	23898	420	56821
GRAND TOTAL	9472	6173	14622	25811	827	28006	11640	10816	18278	31897	827	73048

DECLASSIFIED

SECRET

Incl. # 2

air 24450.1 England (234)

SECRET

DECLASSIFIED

DECLASSIFIED

DDI Hqs.

8 Jan & 30 June 1974

By AIN/SG LC Date 10-12-76

CALENDAR YEAR 1965

Exhibit "F"

	Transports (Heavy and Medium) Initial (80% Target)	\$5,000 Program (100% Target)
RAF	600	600
RCAF	-	-
RNCAF	30	30
RAAF	35	42
RHEAF	14	19
Russia	-	-
Other	30	30
US Army	3629	4200
US Navy	<u>300</u>	<u>475</u>
Total	4897	5483

SECRET

Incl. # 2

all 25450.1 Encl. (34)

DECLASSIFIED

DDO #68

8 Jan. & 20 June 1974

Op. AIR/8610, Date 10-12-76

SECRET

Cablegram to Prime Minister and Answer to President

3373
GNS:ml

1. AFCS Ass't Ch 12-16
of Staff,
A-3

1. Your attention is invited to a copy of the cablegram to the Prime Minister from Mr. Harry Hopkins, and the Prime Minister's reply. You will issue the necessary instructions to see that the four B-24's scheduled for the British per month are equipped with Centimetre-A S V.

Incl. Cablegram from Mr. Hopkins to
Prime Minister 12-1-42
Cablegram to President 12-1-42.

Dispatched

DEC 17 1942

AAQ

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

File

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all in 3331 Eng 233

SECRET

444550.1 Eng. 233

WAR DEPARTMENT
Headquarters Army Air Forces
Washington

Date 12-18-42

MEMORANDUM for:

Colonel Milner W
" Coolley gasc
" Lewis ret.

To note

W.C.

File
W.C.

DECLASSIFIED

DECLASSIFIED

DDO ltr

8 Jan & 20 June 1977

on 1/2/74 10: 1/2/74

SECRET
For
10: 1/2/74
10: 1/2/74

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

COPY NO. 50

AGREEMENT ON AIR SUPPLIES TO THE BRITISH IN 1943 MADE UNDER THE PROCEEDINGS OF THE LITTELTON MISSION

MEMORANDUM OF AGREEMENT BETWEEN LIEUTENANT GENERAL ARNOLD, AIR MARSHAL EVILL, REAR ADMIRAL MCCAIN, AND REAR ADMIRAL PATTERSON

1. This Agreement is made for the purpose of establishing the supply of aircraft from the United States to Great Britain in 1943.

Aircraft Allocations.

2. From the airplane production program of the United States for 1943, the United States undertakes to provide to the United Kingdom, in accordance with principles envisaged in CCS 61/1, the aircraft set forth in the Schedules A, B, C, and D, annexed to this Agreement.

Training and Reserves.

3. 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 consonant with the requirements of efficient training and maintenance.

Trainers and Communication Aircraft.

4. Allocations of trainers and communication aircraft are excluded from this Agreement and will be dealt with separately.

Transitional Provisions.

5. Subject to the following provisions, the allocations shown in the Schedules to this Agreement supersede those shown in Annex "A" to CCS 61/1:

a. Airplanes which have been produced in 1942, and have previously been assigned by the Combined Munitions

acc. by 1051 Eng (23)

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air ab 452.1 Eng (234)

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Assignment Board, but which have not been actually delivered prior to January 1, 1943, will be delivered as early as possible in 1943, and are in addition to the allocations set forth in the Schedules annexed.

b. Tentative allocations made by the Combined Munitions Assignment Board for the first three months of 1943, are absorbed in the allocations established in this Agreement.

c. The United Kingdom will provide to the United States Army Air Forces the balance due of a quantity of 350 Spitfire fighters committed under CCS 61/1 (Annex "A", paragraph 2, notes (b) and (c)).

Review of Allocations.

6. a. The representatives of the Services concerned in this Agreement will meet in May of 1943, in order to make such revision of the scheduling of allocations made under this Agreement as may seem appropriate at that time.

b. Inasmuch as the British representatives consider that the allocations set forth in the Schedules are substantially less than their own estimates of British requirements, it is agreed that review of production possibilities will be made as indicated in those Schedules with a view to determining whether allocations to the British can be increased in the latter part of 1943, having regard to other essential claims on production.

Allocations to the R.C.A.F., the R.A.A.F., and the R.N.Z.A.F.

7. 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

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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 United States spheres of responsibility.

Spare Parts and Components.

8. 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.

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

Signed:
D. C. S. EVILL,
Air Marshal, Royal Air Force,
For
The Chief of the Air Staff.

Signed:
J. S. McCAIN,
Rear Admiral, U. S. Navy,
Chief of the Bureau of Aeronautics,
Navy Department.

Signed:
W. R. PATTERSON,
Rear Admiral, Royal Navy,
For
The Chief of the Naval Staff.

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EO 13526

DATE 8/23/2014 BY 3028

SCHEDULE "A"

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, subject to the following provisions:

a. An aircraft production of 59,000 combat aircraft (approximately 80% of the War Production Board Joint Aircraft Committee 8-L combat type program) is the basis of the allocations set forth.

b. Allocations will be made on a block system which insures regular periodic deliveries of aircraft. Deceleration in production in each type allocated will be borne proportionately insofar as practicable until the scheduled allocations have been completed:

c. Combat types:

Type	1943												Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
B-24	15	20	25	35	40	45	45	45	45	30	30	23	398
B-25				20	20	20	20	20	25	25	25	25	200
B-34				25	25	25	30	30	35	35	35	36	276
A-20	19			5	10	10	10	10	10	10	10	6	100
A-29		53	30										83
A-30	60	60	60	60	60	60	60	60	60	60	60	60	720
A-31,35	67	10	90	60	60	60	80	80	80	100	100	7	794
340(SB2A)	60	61	64	60	60	60	38						403
P-40	55	45	50	50	50	50	50	50	50	50	50	50	600
P-51	10	15	25	50	50	50	50	50	60	65	85	90	600
Total Combat	286	264	344	365	375	380	383	345	365	375	395	297	4174

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SCHEDULE "A" Continued

d. Allocations of combat aircraft in addition to those set forth above and out of production in excess of the 59,000 combat aircraft (approximately 80% of 8-1 target program) will be reviewed in May 1943 to determine increase for all nations concerned.

e. B-24 heavy bombers have been allocated primarily to assist in meeting the anti-submarine patrol requirements of the United Kingdom.

2. Transport types.

a. From the United States target production program; the following transports have been allocated to the United Kingdom to assist in meeting internal transportation requirements in theaters of British responsibility:

b. Service type:

1943

<u>Type</u>	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Total</u>
C-47	30	30	30	30	45	45	50	50	60	70	80	80	600

c. The tentative schedule of transport allocations set out above is not to be considered firm until allocations to all foreign Governments for this class and type of aircraft have been decided.

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SCHEDULE "B"

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Doc No.
8 Jan. & 19 June 1974

By: LC. Smith

1. From sources of production under cognizance of the United States Army Air Forces, the following aircraft will be allocated to the U.S.S.R. on United Kingdom account to assist the latter in meeting its existing protocol commitments in fighter aircraft; the remaining protocol requirement will be supplied by the British. Inasmuch as the allocation to the U.S.S.R. is to meet protocol agreement, it and the partial exchange of Spitfires associated with it are to be held as firm as practicable as to the time and quantities specified.

a. Fighter aircraft:

1943

<u>Type</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Total</u>
P-39,63	50	50	50	150	150	150	150	150	150	150	150	150	1500
P-40	<u>100</u>	<u>100</u>	<u>100</u>	—	—	—	—	—	—	—	—	—	<u>300</u>
Total	150	150	150	150	150	150	150	150	150	150	150	150	1800

b. Included in the foregoing schedule are 600 P-39 airplanes in exchange for which the United Kingdom will provide the United States Army Air Forces with 600 Spitfires at the rate of 50 planes per month through the year 1943.

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DECLASSIFIED

DDO #105

8 Jan. & 29 Jan. 1974

By:
IC, Date:

SCHEDULE "C"

1. From sources of production under cognizance of the United States Navy, the following aircraft will be allocated to the Royal Air Force. It is the intention to provide these aircraft in accordance with the schedule below:

a. Flying boats:

1943

Type	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
PB2Y-3			4	6	10	10	10	12	12	12	12	12	100
PEM-3			6	6	6	10	12	12	12	12	12	12	100
PBY-5	10	10	10	10	10	10							60
PBY(Can)			7	10	20	20	20	20	20	20	20	20	177
Total	10	10	27	32	46	50	42	44	44	44	44	44	437

2. In the event that target production schedules are attained, and should the United Kingdom so require, the United States Navy is prepared to augment the foregoing schedules by 39 PB2Y-3 airplanes from Consolidated, San Diego, and 23 PBY's from Boeing, Vancouver. This subject will be reviewed in August 1943.

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DDO IES

8 Jan & 20 June 1974

By _____
AC Date _____

SCHEDULE "D"

1. From sources of production under cognizance of the United States Navy, the following aircraft will be allocated to the Fleet Air Arm, Royal Navy. It is the intention to provide these aircraft in accordance with the schedule below:

a. Carrier aircraft:

1943

Type	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
TBF	15	15	20	25	30	35	40	40	40	45	45	45	395
SEW (Can)			1	2	5	12	20	25	30	30	30	30	185
F4U				20	50	50	50	50	50	50	50	50	420
F3A											50	50	100
F6F	4	6	10	20	20	20	20	20	20	20	20	20	200
FM	3	5	10	12	20	25	30	40	50	50	50	50	345
SO3C	25	25	25	25	10	10	10	10	10	10	10	10	180
SOR °									10	15	15	20	60
JRF-6B	4	4	4	4									16
Total	51	55	70	108	135	152	170	185	210	220	270	275	1901

b. In addition to the foregoing, and subject to detailed arrangements to the mutual satisfaction of the Army Air Forces, the United States Navy, and the Admiralty, the United States will endeavor to augment the assignment of carrier type bombers to the Admiralty by 300 airplanes, in consideration of reallocation to the United States of 100 Vultee A-35 and 200 Brewster "340" dive bomber airplanes not included in Schedule "A". This exchange will be on a plane-for-plane basis insofar as is practicable and expedient; and to the extent to which it is not found practicable to effect the exchange, the appropriate number of Vultee and Brewster aircraft will be allocated to the British.

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SCHEDULE "D" - Continued

2. The possibility of making further allocations to the Royal Navy during the last half of 1943 will be re-examined in connection with the general review to be made in May 1943. In the case of Naval aircraft, it is the policy to avoid the accumulation of inordinate numbers of spare aircraft at the expense of operating complements of aircraft carriers, British or American. Subscription is not made to the amassing of reserve aircraft for aircraft carriers at the expense of organized units for which trained personnel are available and which could otherwise be brought into action against the enemy. It is the continuing objective of the United States Navy to assist the Admiralty in equipping British carriers with the most effective aircraft that can be made available.

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Signed copies:

- * 1 - AAF
- * 1 - RAF
- * 1 - RCAF
- * 1 - Navy

Mimeographed copy

- + 1 - Held A3
- + 2 - Mr. Hopkins for C/C
- * 3 - OPD, Att: General Wedemeyer
- ✓ 4 - OPD, Logistics Group
- ✓ 5 - Secretary, General Staff, Att: Colonel Deane
- ✓ 6 - Chief of Air Staff *table*
- ✓ 7 - Deputy Chief of Air Staff
- ✓ 8 - A-4
- ✓ 9 - A-4 *(not Col. Langford)*
- ✓ 10 - Air Plans *table*
- ✓ 11 - Director of Military Requirements
- ✓ 12 - Materiel Command
- ✓ 13 - Materiel Command
- ✓ 14 - Materiel Command
- ✓ 15 - Materiel Command
- ✓ 16 - Advisory Council
- ✓ 17 - U. S. Navy)
- ✓ 18 - U. S. Navy) Bureau of Aeronautics
- ✓ 19 - U. S. Navy) Att: Commander Anderson
- ✓ 20 - U. S. Navy)
- ✓ 21 - Munitions Assignment Board, Att: Secretary
- ✓ 22 - Munitions Assignment Board, Att: Secretary
- ✓ 23 - Munitions Assignment Committee, Air, Att: Secretary
- ✓ 24 - Munitions Assignment Committee, Air, Att: Secretary
- ✓ 25 - Air Service Command
- ✓ 26 - Secretary, Joint Aircraft Committee
- ✓ 27 - British Air Commission, Att: *Group Captain Starrar* *1424-16* *th Lt. N.W.*
- ✓ 28 - British Air Commission, Att: *Group Captain Starrar*
- ✓ 29 - Commanding General, Air Transport Command
- ✓ 30 - *Air A.G.*

✓ 31/35 Held in A3

* To be sent out as enclosures to letters signed by AFACC and AFCHS

Air ab 452.1 Eng (234)

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DOO hrs

8 Jan. & 30 June 1974

By PL-1/86 LC. Date 12-76

DECLASSIFIED

Allocations of Planes to Britain.

WH:ems 5246

1. AFGAS AFACT 1942
12-12

The attached message from General Arnold to General Stratemeyer, dated December 11th, is forwarded for your information.

WILLIAM E. HALL,
Colonel, G.S.C.,
Secretary, Air Staff.

Incl: Message (Radio) to Gen.
Stratemeyer from Gen. Arnold.

Dispatched

DEC 13 1942

ASH

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file 453.1 Eng (232)

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Mr. Will

248 453.1 Eng (232)

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DOD ltr

8 Jan. & 30 June 1974

By ALM/CG LC Date 10-12-76

NPB V WAR 9 22 WD

RECEIVED FROM AC IN FLIGHT VIA BOLLINGFIELD DC DEC 11

1425Z 1942

ARMY AIR FORCES

WAR DEPARTMENT WASHINGTON DC

ATTENTION GENERAL STRATHEMEYER FOR COL HARPER STOP WE CAN MAKE NO
FURTHER CONCESSIONS OR COMPROMISES RELATIVE TO ALLOCATIONS OF PLANES
TO BRITAIN

ARNOLD

1454Z

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DOD Hqs.
8 Jan. & 20 June 1974
By ALN / 86 LC, Date 10-12-76

**Extending Allocation of Aircraft to British through 1943
Under ATP Agreement**

452.1 Eng (231)

WH:JT 5246

2 AFCS AFACT 1942
Dispatches 10-27

Noted by General Stratemeyer.

OCT 28 1942

AAG

Gill

Encl.
RTG

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

or

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452.1 Eng (231)

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DOO #15

8 Jan. & 20 June 1974

By 26-86 J.C. Date 10-12-76

Extending Allocation of Aircraft to British through 1943
Under ATP Agreement

4521 Eng (231)

WEN:JT 5246

2 AFGAS AFACT 1942
10-27

Noted by General Stratemeyer.

Disapproved
OOI 1942

Encl.
NY

ASH

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

file
or

SECRET

4521 Eng (231)

DECLASSIFIED

DDO ltrs

8 Jan. & 30 June 1974

By AAH/BG LC Date 10-12-76

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

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

File No. _____

Tally No. AAF _____

~~SECRET~~

SUBJECT: Arnold-Towers-Slessor Agreement.

452.1
230

NO.	FROM	TO	DATE	COMMENTS
4.	cont'd			<p>dated October 26th and that General Arnold's signature was already affixed thereto. Copy of this communication is also attached hereto.</p> <p>Incls n/c plus proposed drafts Evill-Arnold Letter from Col. Langmead & Col. Cabell.</p> <p style="text-align: right;"><i>FW</i> FRANK M. WILLIAMS Lt. Colonel, G. S. C. Executive</p>
m 5	APCAS Bq. Army JGI AAH	FILES Air Forces 30 1942 RECEIVED	1942 10-30	<p style="text-align: right;">WEH:JT 5246</p> <p>Noted.</p> <p style="text-align: center;"><i>WMA</i> WILLIAM E. HALL Colonel, G. S. C.</p> <p>Incls. n/c</p>

(Do not use reverse side)

F-4071. AF. Rev. 8/14/61

Page No. _____

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air as 452.1 England 230

DECLASSIFIED

DD Form 138

8 Jan & 20 June 1974

By: ALC/AG LC, Date: 10-12-76

HEADQUARTERS ARMY

UTING AND

SUBJECT: Arnold-Tower-Slessor Agreement

ITEM NO	FROM	TO	DATE	
1.	AFDAS	Colonel Langhead	10-23	<p>1. General [unclear] apprehension. It is [unclear] on the Arnold-Tower [unclear] these individuals or [unclear] authority should not be [unclear] conditions to the [unclear]</p> <p>2. Please look [unclear] recommendations to Gen [unclear] to General Arnold.</p> <p>3. This action [unclear] General Arnold's [unclear]</p> <p>Incl: Ltr to Arnold from [unclear] Kville, 10-21-42 Memo to RAF Delegation from [unclear] Major [unclear]</p>
2.	AFADS	AFCAS, Gen. Strate-meyer	10-26	<p>1. The [unclear] Assignments Com [unclear] (attached, date [unclear] data on United [unclear] only. It was [unclear] Assignments Com [unclear] replacements was [unclear] handled by the [unclear] established in [unclear]</p> <p>2. It [unclear] Committee (Air) [unclear] Agreement as it [unclear]</p> <p>3. The [unclear] prepared a fore [unclear] commitments. [unclear] ject into 19[unclear] order that a [unclear] by month and [unclear]</p>

557

PAGE

UNITED STATES AIR FORCES

W. SHEE
LET

TALLY NO	2511
FILE NO	
NO	

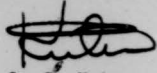
LSK:ml
6371

COMMENTS

Arnold views these names with his belief that successive action under the lesser agreement should be taken by their replacements and that that should not be prejudiced by transferring such positions Assignment Committee (Air).

ask this over and present your General Stratemeyer for presentation

will naturally be necessary before Air Marshal Rvill can be prepared.



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

Memorandum of the Chairman, Munitions (Air) to the Royal Air Force Delegation (19, 1942) was intended to supply requirements to replace attrition of the Secretary of the Munitions (Air) that the computation of attrition contains detail which could be adequately Committee Staff. The basic policy was Annex A, of the Agreement.

the intent of the Munitions Assignments modifications in the policy of the in CCS 61/1.

Assignments Committee (Air) has year end position on Defense Aid year end position it is intended to pro- fied Defense Aid commitments in may be had of the balance available, United States Army Air Forces.

con't

Unit # 4521 England (270) 3-1109 A.F.

HEADQUARTERS
ROUTING AND

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

SUBJECT: Arnold-Tower-Slessor Agreement

NO.	FROM	TO	DATE	COMMENTS
2.	cont'd			<p>4. The attrition will be during 1943. To must be added to Russian Protocol and the Dominions</p> <p>5. Staff and the planes to be operating tions Assignments of policy from the</p> <p>Incls n/c</p>
		Hq. Army A	26 1942	
			AAE Received	
3	AFCAS	Colonel Langmead	1942 10-27	For preparation letter for General 3 paragraphs
	Colonel Langmead	AFCAS	10-28	<p>1.</p> <p>2.</p> <p>it was found</p>

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- 829 943

FORCES
SHEET

File No. _____

Tally No. AAF _____

ish requirement for airplanes to replace
major factor in Defense Aid give-away
the Defense Aid picture complete it
requirements for aircraft to meet the
the commitments to Brazil, Mexico, China,

is any disagreement between the Air
Force Staff as to the number of air-
to replace attrition in British squad-
states ~~1000~~ airplanes, the Muni-
Committee (Air) would require a statement
United States Joint Chiefs of Staff.

FM
FRANK M. WILLIAMS,
Lt. Colonel, G. S. C.,
Executive.

col
WEH:JT 5246

tion of reply to Air Marshal Evill's
Arnold's signature based on the first
Item #2.

MMA
draft of reply is attached.

oping to coordinate this draft,
Cabell had prepared a reply

ET
cont

F-4071, AF, Rev. 8/14/41

Am AG 452.1 England (239)

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9 Jan 4 30 June 1974

By: ALC/RC LC; Date: 10-10-76

Arnold-Tower-Slessor Agreement

LSK:nl
6371

1. AFDAS Colonel 10-23
Langmead

1. General Arnold views these names with apprehension. It is his belief that successive action on the Arnold-Tower-Slessor agreement should be taken by these individuals or their replacements^{at} that that authority should not be prejudiced by transferring such conditions to the Munitions Assignment Committee (Air).

2. Please look this over and present your recommendations to General Stratemeyer for presentation to General Arnold.

3. This action will naturally be necessary before General Arnold's reply to Air Marshal Evill can be prepared.

Incl: Ltr to Arnold from
Evill, 10-21-42

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

Memo to RAF Delegation from Major Saalfield

ECL:mas 71172

2. AFADS AFGAS, 10-26
Gen.
Strat-
meyer

1. The basic memorandum of the Chairman, Munitions Assignments Committee (Air) to the Royal Air Force Delegation (attached, dated October 19, 1942) was intended to supply data on United Kingdom requirements to replace attrition only. It was the belief of the Secretary of the Munitions Assignments Committee (Air) that the computation of attrition replacements was a routine detail which could be adequately handled by the Air Committee Staff. The basic policy was established in paragraph 4, Annex A, of the Agreement.

2. It was not the intent of the Munitions Assignments Committee (Air) to discuss modifications in the policy of the Agreement as it now stands in CCS 61/1.

3. The Munitions Assignments Committee (Air) has prepared a forecast of our year end position on Defense Aid commitments. From the year end position it is intended to project into 1943 all unsatisfied Defense Aid commitments in order that a re-appraisal may be had of the balance available, by month and medal, to the United States Army Air Forces.

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Arnold-Tower-Slessor Agreement

WEH:JT 5246

3 APCAS Colonel 1942 For preparation of reply to Air Marshal Kvill's
Langsod 10-27 letter for General Arnold's signature based on the first
3 paragraphs of your Item #2.

Incls.
3/3

~~SECRET~~

WILLIAM E. HALL
Colonel, U. S. A.

4. Colonel APCAS 10-28
Langmead

ECL:mec 71172

1. Proposed draft of reply is attached.
2. In attempting to coordinate this draft,
it was found that Colonel Cabell had prepared a reply

cont

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

~~WAR DEPARTMENT~~
~~Headquarters Army Air Forces~~

WASHINGTON

Air Marshall D.S.C. Eville
Head, Royal Air Force Delegation
1424 16th Street, N. W.
Washington, D. C.

My dear Eville:

The Air Ministry's proposal for the provision of aircraft after May, 1943, under the Arnold-Towers-Portal Agreement, has been received and is now being studied by the Air Staff.

Prior to the receipt of your proposal, the Munitions Assignments Committee (Air) had assumed that the provision of aircraft under the "Maintenance Clauses" of CCS 61 (para. 3 and Annex A, para. 4) was a matter which could be adjusted on a routine administrative basis.

An examination of the Air Ministry proposal indicates that several questions of policy are involved. It is, therefore, my decision that the Munitions Assignments Committee (Air) is not the appropriate body to deal in the first instance with the provision of aircraft to the United Kingdom after March, 1943.

I have referred the proposal to my Staff for study and analysis. At an early date we will be prepared to enter into discussions with your Staff on the points which appear to require adjustment.

Sincerely,

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



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DECLASSIFIED

ODD I/Os

8 Jan. & 23 June 1974

By SP-1/SP-1C Date 12-12-76

October 26, 1942

DECLASSIFIED

(Col. Cabell
draft)

My dear Evill:

I acknowledge receipt of your letters of October 21 and 26, with a memorandum from the Air Ministry, setting out their proposals in elaboration of the Arnold/Towers/Portal Agreement.

I agree with you that it is timely to bring this problem under examination at an early date. I have discussed the matter with Admiral McCain. Officers from our respective staffs are now studying the matter and a more detailed reply will be available at a later date.

In order properly to evaluate the matter, I feel it to be essential that our staffs be provided with detailed data as to British aircraft inventories as of October 1 or November 1, 1942, British production by month from that date through 1943 and your planned utilization of both British and American made aircraft by month through the same period.

Sincerely yours,

2
H. H. ARNOLD
Lieut. General, U.S.A.
Commanding General, Army Air Forces.

Air Marshal D.C.S. Evill
British Joint Staff Mission
Offices of the Combined Chiefs of Staff,
Washington

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SECRET

over to S. England (730)

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

AIR STAFF

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

DECLASSIFIED

21st October 1942.

For
H.S. memo 2 Jan. 20
NY: 100-100101; Date 10/12/70
No

DECLASSIFIED

My dear Arnold,

Immediately after I had sent you yesterday the Air Ministry's proposals for the provision of aircraft after March 1943, under paras. 3 and 10 of the Arnold/Towers/Portal Agreement, I received from the Assistant Secretary of the Munitions Assignments Committee (Air) the enclosed Memorandum suggesting that his Committee would be the appropriate body to deal in the first instance with the provision of aircraft under the "Maintenance Clauses" of C.C.S.61 (Para.3 and Annex A, Para.4).

2. We naturally agree that a detailed examination of our proposals is desirable, and that it must include a study of the questions asked in Major Saalfield's Memorandum, and I think it quite suitable that this preliminary work should be undertaken under the Combined Munitions Assignments Board by the Munitions Assignments Committee (Air), whose members already have much experience in dealing with statistical questions of this kind. Any proposals resulting from their analysis would naturally be subject to review on higher levels.

3. If you agree that this is the proper course to adopt, I will accept Major Saalfield's suggestion and will provide his Committee with the necessary data, which will be based on the Air Ministry Memorandum sent to you yesterday.

Yours sincerely,

D. S. Evill

D.C.S.EVILL,
Air Marshal.

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

DECLASSIFIED

aj 452.1 England 230

~~SECRET~~
MUNITIONS ASSIGNMENTS COMMITTEE

(AIR)

WASHINGTON

DECLASSIFIED

DDO Hrs

8 Jan. & 20 June 1974

By Air & G. IC. Date 12-12-74

October 19, 1942

MEMORANDUM FOR THE HEAD, ROYAL AIR FORCE DELEGATION
(Attention: Air Commodore H.T. Lydford)

SUBJECT: Allocations under the Arnold-Tower-Slessor Agreement.

1. Annex A, paragraph 4 of the Arnold-Towers-Slessor Agreement (C.C.S. 61/1) reads as follows:

"4. British Squadrons using American aircraft operational under this agreement on 1st April 1943 shall be allocated the aircraft necessary to meet their attrition and that of their supporting O.T.U.'s after that date."

2. It is believed that it is the responsibility of the Munitions Assignments Board to make the necessary allocations under the above paragraph. Therefore, it is requested that the Munitions Assignments Committee (Air) be provided, at the earliest possible date, with the information listed below. This information will be used as a basis for aircraft allocations to Great Britain for the last nine months of 1943. After a preliminary proposal has been prepared in the Munitions Assignments Committee (Air) it will be forwarded to higher levels for consideration and final approval.

3. The information desired is as follows:

a. The estimated number of operating organizations which will be using each model of American aircraft operational under the Arnold-Towers-Slessor Agreement on 1st April 1943.

b. The estimated number of aircraft (by type) which will be operational under the Arnold-Towers-Slessor Agreement on 1st April 1943.

c. The estimated number of reserve aircraft available on 1st April 1943.

d. The monthly attrition anticipated against b and c above.

For the Chairman, Munitions Assignments Committee (Air):

J.A. SAALFIELD
Major, Air Corps
Asst. Secretary.

~~SECRET~~

air 452.1 England 230

SECRET

DECLASSIFIED

DECLASSIFIED
DOO 115

8 Jan & 30 June 1974

By **ARM/AG** LC Date 18-12-74

Arnold-Tour-Eleaser Agreement

452.1 Enq (330)

WER:JT 5246

3 **AFCAS Colonel 1942** For preparation of reply to Air Marshal Bull's
3 **Dispatch 10-27** letter for General Arnold's signature based on the first
3 paragraphs of your Item #2.

Dispatch

OUT 27 1942

AMG

file

Encls.
n/a

WILLIAM H. HELL
Colonel, U. S. A.

cu

SECRET
DECLASSIFIED

Encl 452.1 Enq (330)

DECLASSIFIED

DD Form 137

6 Jan. & 20 June 1974

Dr. Air 1/86 LC Date 12-74

SECRET
RELEASABLE

Arnold-Tower-Slessor Agreement

LHM:mb
6371

1. AFMAG Colonel 10-23
Langford

1. General Arnold views these names with apprehension. It is his belief that successive action on the Arnold-Tower-Slessor agreement should be taken by these individuals or their replacements and that that authority should not be prejudiced by transferring such conditions to the Manpower Assignment Committee (Air).

2. Please look this over and present your recommendations to General Stratemeyer for presentation to General Arnold.

3. This action will naturally ~~be~~ be necessary before General Arnold's reply to Air Marshal Evill can be prepared.

452.1 England
(230)

Incl: Ltr to Arnold from
Evill, 10-21-42

JUL 24
AAG

file

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

Memo to RAF Delegation from Major Sealfield
10-15-42.

SECRET
RELEASABLE

M. Gray
452.1 England (230)

~~CONFIDENTIAL~~

AFADS
GB

DECLASSIFIED

000 lirs

8 Jan. & 30 June 1984

By ATN/EG LC: Doc. 20-12-76

DECLASSIFIED

OCT 13 1942

SUBJECT: AF-17A Airplanes Scheduled for Delivery to the United Kingdom.

**TO: Air Marshall D.S.G. Eville
Head, Royal Air Force Delegation
Washington, D. C.**

1. The attitude of the Royal Air Force Delegation is sought regarding the possibility of releasing the 200 Cessna AF-17A airplanes scheduled for delivery to the United Kingdom for the Empire training program starting in November, 1942. These airplanes are covered by contract No. BA-AC-786, dated December 29, 1941.

2. This request is being initiated due to the acute need of the Army Air Forces for two engine advanced transitional trainer airplanes. It is thought that the Empire training program requirement for this type airplane now is adequately provided for by the Canadian Avro Anson production.

3. In the event such a proposal is considered agreeable, we will formalize such action through Munitions Assignments Board procedure and Lead Lease credit may be applied against other projects as desired.

Sincerely yours,

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

Dispatched
OCT 14 1942
AAG

File
ce

DECLASSIFIED

~~CONFIDENTIAL~~

AW 452.1 Eng. (226)

452.1 Eng (226)

DECLASSIFIED
DD Form 138

8 Jan. & 20 June 1974

By ALC/AG IC: 10 Date: 12-74

~~CONFIDENTIAL~~
HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SUBJECT: AT-17A Airplanes Scheduled for Delivery to the United Kingdom

ITEM NO	FROM	TO	DATE	COMMENTS
1	AFCAS	AFMAG	1942 10-13	For dispatch. 1 Incl. Ltr for Gen Stratemeyer's sig to Air Marshall Evill WEN:JT 5246 <i>WNA</i> WILLIAM E. HALL Colonel, G. S. C

~~CONFIDENTIAL~~
PAGE

Am 03452.1 Enq (28) 100 A.F.

CONFIDENTIAL

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

DECLASSIFIED
DDO lrs
8 Jan & 20 June 1974
By AW 186 LC, Date 10-12-76

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

September 24, 1943.

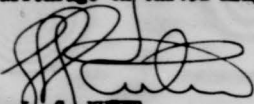
MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Allocation of Vengeances.

1. Air Vice Marshall McNeese-Foster recently visited this office to discuss the British position in the matter of A-31, 35 (Vultee dive bomber) deliveries. Our current appraisal of deliveries as they may stand on April 1, 1943 indicates that on that date the United Kingdom may be short 160 airplanes on the 938 which they had expected to receive after providing 105 of this model for Australia.

2. To clarify the situation, I stated to Air Vice Marshall McNeese-Foster that we would consider the figures of CCS 61/1 as a firm commitment in point of quantity, but not necessarily in point of time in those cases where production has slipped. The United Kingdom may expect the delivery of the 938 by May or June. Replacement for attrition will be accepted as a separate item. Air Vice Marshall McNeese-Foster placed the requirement for replacement of attrition at the 70 airplanes per month level.

3. Assurance has been given that the Air Forces will support in the Joint Aircraft Committee the recent proposal to continue Northrup production of A-31 airplanes at 60 per month in order to provide an additional 100 or 120 airplanes which may be applied against the indicated arrearage on United Kingdom account.


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

Cys to
A.V.M. Foster
Col. Langmeade (Mun. A. Com. Air)
Col. Smart
(Joint Aircraft Committee)



CONFIDENTIAL

AW 186 LC 227

452.1 Eng 227

CONFIDENTIAL

DECLASSIFIED

DDO 105

8 Jan & 20 June 1924

By ALM/RUC/JC, Date 10-12-76

DECLASSIFIED

September 24, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Allocation of Vengeance.

1. Air Vice Marshall McKeown-Foster recently visited this office to discuss the British position in the matter of A-31, 3B (Vulture dive bomber) deliveries. Our current appraisal of deliveries as they may stand on April 1, 1943 indicates that on that date the United Kingdom may be short 100 airplanes on the 938 which they had expected to receive after providing 108 of this model for Australia.

2. To clarify the situation, I stated to Air Vice Marshall McKeown-Foster that we would consider the figures of CGS 61/1 as a firm commitment in point of quantity, but not necessarily in point of time in those cases where production has slipped. The United Kingdom may expect the delivery of the 938 by May or June. Replacement for attrition will be accepted as a separate item. Air Vice Marshall McKeown-Foster placed the requirement for replacement of attrition at the 70 airplanes per month level.

3. Assurance has been given that the Air Force will support in the Joint Aircraft Committee the recent proposal to continue Northrup production of A-31 airplanes at 60 per month in order to provide an additional 100 or 130 airplanes which may be applied against the indicated arrearage on United Kingdom account.

L. S. KUTNER,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Cyc to
A.V.M. Foster
Col. Longmire (Mun. A. Gen. Air)
Col. Smart
(Joint Aircraft Committee.)

DECLASSIFIED

CONFIDENTIAL

Wm. Gray

U.S. ~~CONFIDENTIAL~~
BRITISH ~~SECRET~~

Hq AAF AFAMC-5 HWJ
Room 4148 Munitions Bldg.
Extension 3831
Written 9-7-42.

DECLASSIFIED
DDO HRS.

9 Aug & 20 June 1974
By *Ala/...* LC Date *10/2/74*

SECRET

SEP 1 1942

British Air Commission,
1785 Massachusetts Avenue,
Washington, D. C.

Attention: Leslie J. Douglas-Mann

Gentlemen:

Further reference is made to your letter of August 7, 1942, pertaining to carbon monoxide indicators.

The only instrument based on the British development that has been received at Wright Field was a sample submitted without entering into a formal contract. The Cambridge Instrument Company which furnished the apparatus has signed a secrecy agreement, and has been advised that this development is classified as "Confidential".

Arrangements for the preparation of this sample were made several months prior to the agreement reached on "release conditions" in letter from this office dated June 16, 1942.

In the event of future procurement of such apparatus, steps will be taken to have incorporated in the contract, a statement of the release conditions as previously agreed upon.

Very truly yours,

ROBERT F. PATTERSON

ROBERT F. PATTERSON,
Under Secretary of War.

*File
27/6/42*

U.S. ARMY AIR FORCE
15 1942
LAW Received

ah

Cc: OCS
Gen. Arnold
Secy of War
Under Secy of War

U. S. ~~CONFIDENTIAL~~
BRITISH ~~SECRET~~

SECRET

all 454521 England 227

SECRET

AFATG/1606
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DECLASSIFIED

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U.S. GOVERNMENT PRINTING OFFICE
1967 O - 300 000

DECLASSIFIED

written Sept 10/42

7/24/42

Brig. Gen. T. J. Hani, Jr.
Asst. Chief Air Staff, A-4

Air Marshal D. C. S. Ewill
British Joint Staff Mission
Offices of the Combined Chiefs of Staff
Public Health Building
Washington, D. C.

SEP 11 1942

My dear Ewill:

This will acknowledge your letter of September 8, with reference to aircraft deliveries. On the basis of previous deliveries and September expectancies of light bombers as we appraise them at the moment, the United Kingdom Defense Aid account will stand as follows at the end of September:

Model	A.T.S. Tentative Allotments 1942				h. no. Total	h. no. Anticipated Deliveries	9-30-42 Status
	J	J	A	S			
A-20		37	47	19	105	45	-60
A-26,29	47	80	78	96	301	271	-30
A-30	60	60	60	60	240	116	-124
A-31	57	55	59	116	287	239	-48
360	34	32	57	63	193	37	-176
Total	198	271	303	354	1126	688	-438

While these totals differ in unimportant detail from those of your letter, they do reflect the same percentage deficiency (39% vs 37%).

In the case of the light bombers, the deficiency on United Kingdom Defense Aid account results from delays in production which affect adversely both the United Kingdom operational program and United States activation program. In the case of the Martin A-30 (187) Brewster 360 airplanes, the United Kingdom receives the entire output, hence, there is no solution other than to bolster

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

452.1 Eng. 226

file
09/14/42

SECRET

452.1 Eng. 226

~~SECRET~~

production. In the case of the Douglas A-20, Lockheed A-28 (29), Vultee A-31, we must bolster production to the point where all of our commitments will be met.

With regard to the delivery of fighters for the Middle East, as stated in your letter, 50 British Kittyhawks for British account were shipped by water on September 5, with destination West Coast of Africa, where they will be assembled and flown to destination. On the same boat were shipped 38 P-40's as replacement airplanes for the 57th Fighter Group. A change in the original commitment of the 33rd Fighter Group is now under discussion in the Joint Chiefs of Staff. If the destination of this group is changed, the 34 aircraft for that group, which were shipped August 29, and 14 which were shipped September 6, to the West Coast of Africa, will be used as further replacement for the 57th Pursuit Group.

Rest assured that prime consideration is being given to effect every possible improvement in production and delivery of aircraft.

Sincerely,

Sgt. W. T. ...

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

8 11

E.E.S./mna

*Noted by
C. E. ...*

~~SECRET~~

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

4521 ... 2261

DECLASSIFIED

DDO hrs

8 Jan & 20 June 1974

By SP1/CCIC, Date 10-12-76

*File with
ltr to chief*
September 10, 1942

Receipt is acknowledged of a SECRET letter this date to Air Marshal
Evill from General H. H. Arnold, dated 9/10/42.

J. H. ...
NAME

S/lt. ...
RANK

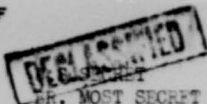
Please accomplish and return to:

Lieutenant General H. H. Arnold
Room 2018
Munitions Building
Washington, D. C.

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF

WASHINGTON

AIR STAFF



DECLASSIFIED

For
Reference 2 Aug 75
BY: [Signature] Date 10/2/76

8th September 1942.

My dear Arnold,

Thank you for your letter of August 26th giving me the result of your enquiries into the shortage of aircraft deliveries to the British and for your assurance that you are doing everything possible to effect improvement. We fully appreciate that the Army Air Forces are suffering as well under these shortages and that in the light bomber class in particular your own deliveries have been extremely small. Nevertheless, the difficulties and dangers of the immediate situation in the field remain and I have been instructed by the Chief of Air Staff to express to you the serious concern which he feels at the continuing shortage of deliveries and the extent to which production setbacks are interfering with the programmes laid down in the A.T.P. Agreement.

2. The light bomber T.F. and S.E. class is, of course, the category in which shortage of deliveries is mainly concentrated. Out of 1,080 of these aircraft listed in Annex A of the Agreement for delivery from June to September inclusive we shall receive, according to best available estimates, only 581 in that period. Even if we exclude the Bermuda, whose production from the start has been recognised as uncertain, we shall get only 564 out of 867, a shortage of 37 per cent. The unfortunate thing is that these shortcomings affect in the main India and the Middle East. Baltimore deliveries to the Middle East were, as you know, entirely suspended in July and August and the prospects for September are none too bright.

3. The Middle East has also suffered disappointments in respect of fighters. The combined effect of production failure and of measures for the immediate despatch of your 57th Fighter Group to Egypt resulted in a complete cessation of shipments of replacement fighters to the R.A.F. in Middle East for a period of four weeks about July. As you know, we planned to fill the gap thus created by shipping 50 Kittyhawks to Takoradi early in August for flight delivery, but this project has unfortunately failed owing to shipping delays and the aircraft only sailed from the States on 5th September. This shipping failure has, I understand, simultaneously delayed the despatch of 76 P.40's to Takoradi for the maintenance of your 57th Fighter Group.

4. Even with these shipments away there still remains the question of the despatch of the 33rd Fighter Group, which is due under the A.T.P. Agreement, to be operational in the Middle East by 1st October. I think that you will agree that there is now little chance of this Group being operational in the Middle East until well into November. At the same time in anticipation of the arrival of U.S. Fighter Groups our Kittyhawk allocations as from August 1st are cut to 50

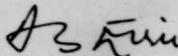
Lieutenant General H.H. Arnold,
Commanding General,
U.S. Army Air Forces,
War Department,
WASHINGTON, D.C.

Air AD 452.1 Eng. 226

per month which is all that we have to send out now for the maintenance of our squadrons in the Middle East. In a signal dated Sept. 2nd Air Marshal Tedder stated that he had only 58 serviceable aircraft in his seven Kittyhawk squadrons and expressed the gravest concern at the continued delays in the arrival of fighters in his Command at this critical stage of the vital battle in Egypt.

5. In short, taking into account the continuing gravity of the situation in the Middle East and the increasing commitments elsewhere we are in serious difficulty in maintaining our units in action. The efforts that you are making to get your formations into the field and the fact that the 98th H.B. Group is in action a month before schedule are gratefully recognised. But the urgent need for more light bombers and fighters still obtains and the Chief of Air Staff requires me to remind you that our resources have been so curtailed by the A.T.P. Agreement that it has become a matter of first importance that its terms should be fulfilled. He is most disturbed by the present situation and urges that everything possible be done to effect improvement in the present rate of deliveries and of reinforcements.

Yours sincerely,

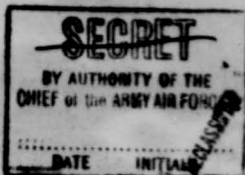


D.C.S. EVILL
Air Marshal

SECRET

DECLASSIFIED
DDO hrs

9 Nov. & 20 June 1974
By A-1/BC/AC/Date 12-74



VRG:fw 5009

Sept. 9, 1942

Change of Commitments, Light and Dive Bombardment.

A-1 AS	
A-2 AS	
Inf. S.	
A-1 AS	
A-2 AS	
Para. AS	
Inf. AS	
Eng. Div.	
A. Div.	
Eng.	
Gr. Div.	
Inf. Div.	
War. Div.	
Inf. Div.	
Tech.	
Comm.	
Weapon.	
Trans.	
Public Aff.	
Tech. Serv.	
Spec. Serv.	
Gen. Serv.	
Supp.	
J. Advc.	
Ident.	
Rec. Mgmt.	
Signal. Off.	
Spec. Inv.	
Leg. Coun.	
Hist. C.	
A. S. C.	
F. C.	

Handwritten: 4521 England
C. J. ...

Operations Division, WDGS

1. Current commitments of Army Air Forces to April 1, 1943, dated August 21, 1942, lists the commitments of light and dive bombardment groups to the U. K. as three light and 3 dive.

2. In view of the present shortage of A-20 type airplanes, it is requested that this commitment be changed to read two light and four dive. Estimated production of dive bombers will support this commitment.

For the Commanding General, Army Air Forces:

JOHN B. COOLEY

Lt. Colonel, A. G. B. F.

Assistant Air Adjutant General

Dispatched

SEP 10 1942

AAG

Handwritten: M. J. ...

SECRET

Handwritten: A.F.D.P.U.
J. B. ...

Handwritten: 4521 England (224)

DECLASSIFIED
DDO 875

8 Jan. & 20 June 1984

By AGC/AGC Date 12-2-76

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

File No. _____

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

Tally No. AAP _____

SECRET

SUBJECT: Study of Cable #1405 from General Eisenhower

NO.	FROM	TO	DATE	COMMENTS
1.	General Arnold	General Stratemeyer	1942 3/23	<p>Note the attached. It is believed that a very careful study should be made of the units and strength outlined herein so that we can be prepared to discuss it with General Marshall at the earliest possible moment. It should be studied from the viewpoint of whether or not in our opinion this strength will give us the force that we need to successfully combat the Germans.</p> <p style="text-align: right;">452.1 Eng. 223</p>
Incl: Cable to AWWAR from London, #1405, 3/22/42. SECRET.				<p>GES/hd</p> <p>1. Note General Arnold's directive in Comment No. 1. It appears to me that the forces set up in the enclosed radio have been cut from those originally intended. Have the forces as recorded by General Eisenhower sufficient strength to give us the power we need for success? SEE COLONEL CABELL.</p> <p style="text-align: right;">G.E.S. AFCAS</p>
2	AFCAS	Assistant Chief of Air Staff Plans	1942 8-23	<p>Incl: n/c</p> <p style="text-align: right;">GPC/ir 72720</p>
3.	Advisory Council	AFAEP	1942 9/4	<p>1. Recommend the attached cable be filed as there have been further amendments.</p> <p>2. In view of the fact that General Arnold has gone on record to the effect that additional forces are required, further action concerning this cable is not indicated.</p> <p style="text-align: right;">C.P. CABELL Col., Air Corps</p>

4 Gen Arnold aag 4/5/42
5 file
[Handwritten initials]

Incls.
n/c

(Do not use reverse side)

Page No.
SECRET

452.1 Eng. 223

AXWAR 6
540p/22
BMS

~~SECRET~~
WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

CCWD

Aug. 22

INCOMING MESSAGE

DECLASSIFIED

DDG hrs

8 Jan & 20 June 1974

ALM/CCIC, Date 10-12-74

URGENT

SECRET

From London
To AGWAR

No 1405 Aug. 22, 1942

The draft outline plan (partial) was furnished to General Patton. For General Marshall from Handy. It has been redrafted since his departure, the principal change being that earliest possible D day is October fifteen.

Annexes covering air, Navy, Eastern and Western Task Forces have been prepared.

U S Air Annex shows the following as available by the dates indicated: to D ten dash one six zero Spitfires, one seven three P thirtysixes, thirteen A twenties, fiftyseven B twentyfives (must be in U K by October one), fiftytwo C fortysevens. D ten to D twenty dash thirtyfive B seventeens, fiftytwo C fortysevens. D twenty to D fifty dash fiftyseven A twenties (must be in U K by November fifteen), one one four B twentysix Pare fiftys even must be in U K by October fifteen, fiftyseven by October twentyfive), thirtyfive B Seventeens. Total dash one six zero Spitfires, one seven three P thirty eights, seventy A twenties, fiftysevens twentyfives, one one four B twentysixs, seventy B seventeens, one zero four C fortysevens. Total all types seven four eight.

British air annex shows the following as available by the dates indicated: first phase dash ninety Spitfires, thirtysix Hurricanes, thirtysix Hurribombers, six photo reconnaissance, seventy two light bombers, eighteen general reconnaissance. Build up after D sixteen dash seventytwo Spitfires, thirtysix night fighters, seventytwo Hurricanes. Total dash one six two Sptifires, thirtysix night fighters, one zero eight Hurricanes, thirtysix Hurribombers, six photo reconnaissance, seventytwo light bombers, eighteen general reconnaissance. Total all types four three eight.

8-10
160 Spitfires
173 P-38s
13 A-20
57 B-25
52 B-47
8-10-20
35 B-17
52 C-47
8-20-50
57 A-20
114 B-26
35-B-17

Phase:
40 Spitfires
36 Hurricanes
36 Hurri bombers
6 Photo Rec
72 Light bomb
18 BR
the D-16:
72 Spitfires
36 night fight
72 Hur.

~~SECRET~~

SECRET

COPY No 8

On 05/15/21 Eng. 223

SECRET

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER

From ~~SECRET~~ No 1405 Page two

INCOMING MESSAGE

In addition there are "on call" in U K thirtysix medium bombers and seventytwo heavy bombers.

The Naval Annex shows the following: (One) Force "H": TWO AB, one C V, four cruisers six inch, twelve D D. This Force is to cover from Vichy and Italian Fleets and to furnish fighter support for Bone assault. (Two) Submarines total twenty. (Three) British assault force for Algiers: one B B, one C V, one old C V, two X C V, two cruisers six inch, fifteen DD, eighteen miscellaneous including mine sweepers AA Vessels and trsalers. (Four) British assault force for Bone: two cruisers (four point five inch or five point two five inch), four D D, two AA sloops. (Five) U S assault force for Oran (Probaboy): one C V, two X C V, two cruisers six inch, eight DD, eight mine sweepers (British), up to four AA ships. (Six) U S assault convoy: fourteen P, nine AK, twelve personnel ships, two tankers, escorted by twelve D D. This is to be followed by a slow convoy of thirty store ships and one tanker escorted by eight D D. (Seven) The Atlantic covering force is to be as provided by the Admiralty and U S Navy. (Eight) The Argus if available is to be at Gibraltar to protect convoys from two degrees west to nine degrees west and to ferry fighters to the other C VS.

All of above are tentative and subject to revision. I understand that the outline plan wigh Annexes is to be presented, through the Cabinet Secretariat, to the combined Chiefs of Staff today August twenty two. Eisenhower is forwarding a covering letter with the plan pointing out some of the implications which have been brought to light and which he feels that he as C in C should bring to the attention of the Chiefs of Staff.

Doolittle expects to leave Sunday and will bring copies of the outline plan wigh Annexes.

I will submit my views in another message. Handy.

Eisenhower

ACTION: OPD

INFO COPIES: CG AAF, SOS-TAG, LOG

CM-IN-8349 (8/22/42) 2103Z

SECRET

COPY No. 8

CONFIDENTIAL

AFADS
TJH/gwd
Ext. 5316

DECLASSIFIED
DDO 1216

8 Jan 60 2075

By AAN/AC/IC/Date 10-12-76

DECLASSIFIED

Air Marshal D. C. S. Evill,
British Joint Staff Mission,
Washington, D. C.

My dear Evill,

I have thoroughly investigated your request to supply Air Marshal Tedder with a DC-3 for the purpose of converting it into a mobile Headquarters and Operations Room. The production of air transports is not sufficient to meet our absolutely essential needs for the ferrying of first priority cargo and personnel, and for assignment to the Troop Carrier Command. In an attempt to alleviate the shortage now existing, I have recently called in all air transports assigned to Air Force Commanders, and have had them converted to more essential uses. I have also directed all tactical personnel to use tactical airplanes for transportation purposes.

Although I realize Air Marshal Tedder's need for this airplane, I find it impossible to recommend the assignment of an airplane for his use.

Yours sincerely,

3rd. H. H. Arnold

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

Dispatched

SEP 9 1946

AAG

Bill

452.1 Enfield
222

COORDINATION			
1	2	3	4
		Brig. Gen. T. J. Foster, Jr., Asst. Chief of Staff, A-4	
		<i>FA</i>	
		CONFIDENTIAL	
		<i>452.1 Eng</i>	<i>222</i>

~~CONFIDENTIAL~~

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
Washington

DECLASSIFIED

See 2 Aug 76
NY: 5130; Date 10/2/76

Air Staff

~~BR. SECRET~~
~~U.S. CONFIDENTIAL~~

~~SECRET~~

2nd September 1942.

My dear Arnold,

I have been asked by Tedder to approach you with an enquiry as to whether it will be possible for you to place a transport aircraft of the D.C.3 type at his disposal in the immediate future for conversion into a mobile Headquarters and Operations Room.

Tedder urgently needs some mobile office of this description in which he can travel with the necessary records and communications to enable him to maintain operational direction throughout his Command whenever he may be. The need for this facility is rendered all the more pressing by the somewhat uncertain situation in the Western Desert and the rapidly approaching prospect of the opening of new operations on his Northern front.

The distances over which Tedder must travel to interview his local Commanders in Egypt, Syria, Iraq, Iran and elsewhere are considerable and there must be no danger that he will at any time lose touch with any components of his forces. He has tried, I understand, to modify a Lodestar for this purpose, but with W/T pack set, Typex cypher machine and other essential equipment, and personnel, it is seriously overloaded.

The question of a C.53 has been raised already with your staff and they have advised us to file a request with M.A.C. (Air), but I should very much like to have your personal support in this matter, observing how great a personal convenience and operational advantage to Tedder such an assignment would be. I understand the Brigadier General Spalding is now in Washington and has Maxwell's support for this proposal and I am sure that he will agree as to the value of a mobile office of this nature.

Yours sincerely,

/s/ D C S Ewill

D.C.S.EVILL
Air Marshal

Lieutenant General H.H. Arnold,
Commanding General,
U.S. Army Air Forces,
War Department,
Washington, D.C.

~~CONFIDENTIAL~~

DECLASSIFIED

DD FORM

8 Jan. & 20 June 1954

By 2706 JC Date 10-12-76HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

1.4 Dec 19.18



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

File No. _____

Tally No. AAF _____

CONFIDENTIALSUBJECT: Proposed conversion of D.C.3 type transport into a mobile Headquarters
and Operations Room.

RELEASE

NO.	FROM	TO	DATE	COMMENTS
1.	General Arnold	A-4	1942 9/2	For your recommendation. 
INCL: Ltr. 9/2/42 to Gen. Arnold from D. C. S. Eville re above subject (BR. SECRET, U.S. CONFIDENTIAL).				
2.	AFADS A-4	General Arnold	9/4	ECL:mec 71172 1. In view of the acute shortage of C-47 and C-53 (DC-3) airplanes available to the Troop Carrier Command, the assignment to Tedder of a transport from United States stocks on hand cannot be recommended. 2. The only solution apparent at this time is for the R. A. F. to assign for Tedder's use one of the sixty- two (62) transport airplanes which the R. A. F. now has on hand in the Middle East.  T. J. HANLEY, Jr., Brigadier General, U.S.A., Assistant Chief of the Air Staff, A-4. Incl - n/c 1 added - ltr. to Air Marshal Poell
	Air Force 7 1942 was received			

CONFIDENTIAL

F-4071, AF. Rev. 8/14/41

Page No. _____

O. 000 452.1 Eng. (222)

DECLASSIFIED
By: [unclear] / [unclear] 10-12-76

AAF 452.1

(AFDAS)

September 1, 1942

DECLASSIFIED

MEMORANDUM FOR: Colonel George C. McDonald, G. S. C.
Military Intelligence Service
Office Assistant Chief of Staff, G-2.

Subject: Inspection of the "Lancaster".

1. Arrangements have been made whereby the British built airplane "Lancaster" will be flown to Belling Field on Monday, September 7, 1942, where it will be available for observation.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 17 in June, 1944. Quantity on order is 300. A description of the characteristics of this airplane is attached.

3. General Arnold extends to you and to the Air officers on duty in the G-2 Division an invitation to inspect the "Lancaster" on the day indicated. It is requested that this office be furnished as soon as convenient with an indication of the number of officers and the approximate hour of their attendance.

WILLIAM W. DICK
Colonel, A.G.D.
Air Adjutant General.

Dispatched

1 Incl.-
Description

File
e.g. 9/2/42

[Handwritten signature]

DECLASSIFIED
CONFIDENTIAL

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

AAF 452.1 England (220) B

DECLASSIFIED

DD Form 1

8 Jan 60 (Rev. 12-13-59)

By: ALC/BCIC/Doc 10-12-74

AAF 452.1

(AFDAS)

September 1, 1942 .

MEMORANDUM FOR: Colonel Earl S. Hoag, G. S. C.
Office Assistant Chief of Staff, G-4
Room 2243, Munitions Building.

Subject: Inspection of the "Lancaster".

1. Arrangements have been made whereby the British built airplane "Lancaster" will be flown to Belling Field on Monday, September 7, 1942, where it will be available for observation.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 17 in June, 1944. Quantity on order is 300. A description of the characteristics of this airplane is attached.

3. General Arnold extends to you and to the Air officers on duty in the G-4 Division an invitation to inspect the "Lancaster" on the day indicated. It is requested that this office be furnished as soon as convenient with an indication of the number of officers and the approximate hour of their attendance.

WILLIAM W. DICK
Colonel, A.G.D.
Air Adjutant General.

Dispatched
SEP 1 1942
AAG

1 Incl.-
Description

File 7/2/42
cc

CONFIDENTIAL

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

AFDAS 7021 England

DECLASSIFIED
DOD ltr.

8 Jan & 20 June 1974

By ASST/IG LC, Date 10-2-76

HEADQUARTERS, AIR FORCE

ROUTING AND CONTROL SHEET

CONFIDENTIAL

2380

File No. _____

Tally No. AAF _____

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

SUBJECT: Exhibition of the "Lancaster".

NO.	FROM	TO	DATE	COMMENTS	AFDAS	6371
					LSK:cmc	
1.	AFDAS	AFRDB	1942 8-31	In connection with the exhibition of the "Lancaster" Heavy Bomber at Bolling Field on Monday, September 7th, it is desired that a modified B-17 and a modified B-24 be made available at the same time that the "Lancaster" is inspected.		
					L. J. KUTER Brig.Gen., U.S.A.	
					7:may	72937
2.	AFRDB	AFROM	1942 9/1	Requested modified B-17F and modified B-24D air planes be assigned to Bolling Field September 6, 7, 8 as per General Kuter's order.		
					W. D. SANDERSON Brig.Gen., USA	451
3.	AFROM	AFDAS	1942 9/8	1. Necessary action has been taken to provide for delivery of subject airplanes to Bolling Field.		
					HUME PEARSON Brig.Gen., USA Dir., WO&M	(19)
4.	DAS	MAG	9/10	Noted. File Major Harper		

CONFIDENTIAL

F-4071, AF. Rev. 8/14/61

Page 1 of 1

an 452.1 Eng (2) X

~~CONFIDENTIAL~~(AFMAC-HHH/rrb-5790)
(AFDAS)

AAG 452.1

August 31, 1942

MEMORANDUM FOR: The Assistant Secretary of War for Air.

Subject: Inspection of the "Lancaster".

1. Arrangements have been made whereby the British built airplane "Lancaster" will be flown to Bolling Field on Monday, September 7, 1942, where it will be available for observation.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 17 in June, 1944. Quantity on order is 300. A description of the characteristics of this airplane is attached.

3. General Arnold extends to the Assistant Secretary of War for Air and to officers of his office an invitation to inspect the "Lancaster" on the day indicated. It is requested that this office be furnished as soon as convenient with an indication of the number of persons and the approximate hour of their attendance.

WILLIAM W. DICK
Colonel, A. G. D.
Air Adjutant General.

1 Incl.-
Description

Dispatched
SEP 2 1942

AAG

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

452.1 Eng. (219)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED

DD Form 1300
1 June 1974

By ALC/RC/IC Date 10-12-76

Inspection of the "Lancaster".

IIIH/rfb 5790

AFMAC AFEDB 1942
9/2

No. 1.

1. Attention is invited to paragraph 2, Item A. Def.
2. Notices have been sent to those indicated in A. Def. Gr. Sup.
3. Reply from the office of the Under Secretary of War is attached. War O&M
4. A-2 has submitted the names of the following officers who desire to be present at Bolling Field at 2:00 P.M., Monday, September 7, 1942: Ind. Tr.

Major M. C. Deaman
Lt. A. B. Calfee

5. The office of the Assistant Secretary of War for Air (Mr. Lovett) has submitted the names of the following officers who desire to be present at Bolling Field on Monday, September 7, 1942, at an unspecified time:
 - W. H. D.
 - Col., A.G.D.
 - Air Adj. Gen.

Col. R. T. Coiner
Col. G. A. Brownell

Incl.- Reply, US/W

W. H. D.
Col., A.G.D.
Air Adj. Gen.

Dispatched
SEP 8 1942
AAG

*File
a 9/2/42*

~~CONFIDENTIAL~~

Air AD 452.1 Reg. (219)

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Asst. S.
War O&M
Ind. Tr.
Comm.
Weather
Traffic
W. H. D.
Col., A.G.D.
Air Adj. Gen.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Johnson
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

DECLASSIFIED
DDO HRS

CONFIDENTIAL

8 Jan. & 20 June 1974
By: A-1/AC LCI Date: 10-12-74

August 29, 1942.

MEMORANDUM TO: Commanding General, Army Air Forces.

1. British built "Lancaster" has arrived in Canada. Have arranged with Mr. Ralph Bell to have this airplane flown to Bolling Field on Monday, September 7, 1942, for your observation. The plane will then go to Wright Field for two days.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 17 in June 1944. Quantity on order is 300.

3. The characteristics of the "Lancaster" are attached.

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

1 Incl
Chart

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

CONFIDENTIAL

airmail 452.1 Eng. 219

CONFIDENTIAL

DECLASSIFIED

DDO ltr

8 Jan. & 20 June 1971

By / / LC Date - -

(AFMAG-HHH/vrb-5790)

(AFDAS)

AAF 452.1

August 31, 1942.

MEMORANDUM FOR: Colonel Orvil A. Anderson, Air Corps
Assistant Chief of the Air Staff, Plans.

Subject: Inspection of the "Lancaster".

1. The Materiel Division has arranged with Mr. Ralph Ball to have the British built "Lancaster", recently arrived in Canada, flown to Balling Field on Monday, September 7, 1942, for the observation of the Commanding General, Army Air Forces. The plane will then go to Wright Field for two days.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 170 in June, 1944. Quantity on order is 300. A description of the characteristics of the "Lancaster" is enclosed.

3. Please notify this office as soon as possible, the number of officers of your office who choose to inspect this airplane and the approximate hour of their attendance.

By command of Lieutenant General ANHOLD:

WILLIAM W. DICK
Colonel, A.C.D.
Air Adjutant General.

Dispatched

AUG 31 1942

AAG

1 Incl.-
Description

File

WWD

CONFIDENTIAL

A-1/AS
A-2/AS
Intcl. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War Ordnl
Int. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Log. Pl.
Inst. C.
A. S. C.
F. C.

452.1 England 2/19

~~CONFIDENTIAL~~(AFMAG-IIIH/ITB-5790)
(AFPMAS)

AAF 452.1

August 11, 1942

MEMORANDUM FOR: Brigadier General Thomas J. Hanley, U. S. Army
Assistant Chief of the Air Staff, A-4.

Subject: Inspection of the "Lancaster".

1. The Material Division has arranged with Mr. Ralph Hall to have the British built "Lancaster", recently arrived in Canada, flown to Balling Field on Monday, September 7, 1942, for the observation of the Commanding General, Army Air Forces. The plane will then go to Wright Field for two days.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 17 in June, 1944. Quantity on order is 300. A description of the characteristics of the "Lancaster" is enclosed.

3. Please notify this office as soon as possible, the number of officers of your office, who choose to inspect this airplane and the approximate hour of their attendance.

By command of Lieutenant General ARNOLD:

WILLIAM W. DECK
Colonel, A.G.D.
Air Adjutant General.

Dispatched

AUG 31 1942

AAG
1 Incl. -
Description

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

DECLASSIFIED
CONFIDENTIAL

~~CONFIDENTIAL~~

DECLASSIFIED

DD FORM

1 Jan. & 20 June 1974

By ~~ALM~~ / ~~BL~~ JC, Date 10-12-76

DECLASSIFIED

(AFMAC-RHH/rrb-5790)
(AFDAS)

AAF 152.1

August 31, 1942.

MEMORANDUM FOR: Colonel Robert W. Harper, Air Corps
Assistant Chief of the Air Staff, 1-3.

Subject: Inspection of the "Lancaster".

1. The Material Division has arranged with Mr. Ralph Hall to have the British-built "Lancaster", recently arrived in Canada, flown to Belling Field on Monday, September 7, 1942, for the observation of the Commanding General, Army Air Forces. The plane will then go to Wright Field for two days.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 1,000 in June, 1944. Quantity on order is 300. A description of the characteristics of the "Lancaster" is enclosed.

3. Please notify this office as soon as possible, the number of officers of your office who choose to inspect this airplane and the approximate hour of their attendance.

By command of Lieutenant General ARNOLD:

WILLIAM W. BECK
Colonel, A.G.D.
Air Adjutant General,

Dispatched

AUG 31 1942

AAO

1 Incl. -
Description

Handwritten initials

DECLASSIFIED

~~CONFIDENTIAL~~

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

~~CONFIDENTIAL~~

~~UNCLASSIFIED~~

DECLASSIFIED

DDO Hqs
8 Jan 4 20 June 1974

By ALM/AG Date 74-12-76

AAP 152.1

(AFMAG-HHH/rrb-5790)

(AFDAS)

August 11, 1942.

MEMORANDUM FOR: Colonel Edgar P. Sorenson, Air Corps
Assistant Chief of the Air Staff, A-2.

Subject: Inspection of the "Lancaster".

1. The Material Division has arranged with Mr. Ralph Bell to have the British built "Lancaster", recently arrived in Canada, flown to Balling Field on Monday, September 7, 1942, for the observation of the Commanding General, Army Air Force. The plane will then go to Wright Field for two days.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 17 in June, 1944. Quantity on order is 300. A description of the characteristics of the "Lancaster" is enclosed.

3. Please notify this office as soon as possible, the number of officers of your office who choose to inspect this airplane and the approximate hour of their attendance.

By command of Lieutenant General ARNOLD:

WILLIAM W. DECK
Colonel, A.C.D.
Air Adjutant General.

Dispatched
AUG 31 1942
AAG

1 Encl.
Description

10023

~~CONFIDENTIAL~~

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

~~CONFIDENTIAL~~

DECLASSIFIED

DOD 175.

8 Jan. & 20 June 1974

By A.L./BG LC Doc. # 14-74

~~CLASSIFIED~~

AAF 152.1

(AFMAC-HHH/rfb-5790)
(AFDAS)

August 31, 1942.

MEMORANDUM FOR: Brigadier General Harold E. McClelland, U. S. Army
Director of Technical Services.

Subject: Inspection of the "Lancaster".

1. The Materiel Division has arranged with Mr. Ralph Hall to have the British built "Lancaster", recently arrived in Canada, flown to Balling Field on Monday, September 7, 1942, for the observation of the Commanding General, Army Air Forces. The plane will then go to Wright Field for two days.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 100 in June, 1944. Quantity on order is 300. A description of the characteristics of the "Lancaster" is enclosed.

3. Please notify this office as soon as possible, the number of officers of your office who choose to inspect this airplane and the approximate hour of their attendance.

By command of Lieutenant General AFHOLD:

WILLIAM V. DECK
Colonel, A.C.D.
Air Adjutant General.

Dispatched

AUG 31 1942

AAO

1 Incl. Description

~~CLASSIFIED~~

~~CONFIDENTIAL~~

A-1/AS
A-2/AS
Intnl. S.
A-3/AS
A-4/AS
Plan/AS
Comp/AS
Mil. Rec.
A. Def.
Spec.
Gr. Sup.
Base S.
War O&M
Int. 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. Con.
Org. Pl.
Stat. Pl.
Log. Pl.
Mot. C.
A. & C.
P. C.

~~CONFIDENTIAL~~

DECLASSIFIED

DOD Hqs

8 Jan. & 20 June 1974

By *ALM/RC* AC Doc. ID *12-74*

~~CONFIDENTIAL~~

AAF 452.1

(AFMAC-HHH/rrb-5790)
(AFDAS)

August 31, 1942

MEMORANDUM FOR: Major General Hair S. Fairchild, U. S. Army
Director of Military Requirements.

Subject: Inspection of the "Lancaster".

1. The Materiel Division has arranged with Mr. Ralph to have the British built "Lancaster", recently arrived in Canada, flown to Bolling Field on Monday, September 7, 1942, for the observation of the Commanding General, Army Air Forces. The plane will then go to Wright Field for two days.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 1 in June, 1944. Quantity on order is 300. A description of the characteristics of the "Lancaster" is enclosed.

3. Please notify this office as soon as possible, the number of officers of your office who choose to inspect this airplane and the approximate hour of their attendance.

By command of Lieutenant General ARNOLD:

WILLIAM W. DICK
Colonel, A.G.D.
Air Adjutant General.

Dispatched
AUG 31 1942
AAS

1 Incl.
Description

10003

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

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

~~CONFIDENTIAL~~

DECLASSIFIED
DDP R/S Y

8 Jan. & 26 June 1974

By *AIM/RS* LC Date *10-2-76*

~~CLASSIFIED~~

AAF 452.1

(AFMAG-HHH/rrb-5790)
(AFDAS)

August 11, 1942

MEMORANDUM FOR: Captain H. K. Hastings, A. D. C.
Room 3036, Munitions Building.

Subject: Inspection of the "Lancaster".

1. Arrangements have been made whereby the British built airplane "Lancaster" will be flown to Bolling Field on Monday, September 7, 1942, where it will be available for observation.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 17 in June, 1944. Quantity on order is 300. A description of the characteristics of this airplane is attached.

3. General Arnold extends to General Sesservall and officers of his staff an invitation to inspect this airplane on the day indicated. It is requested that this office be furnished as soon as convenient an indication of the number of officers and the approximate hour of their attendance.

WILLIAM W. DECK
Colonel, A.C.D.
Air Adjutant General.

Dispatched
AUG 31 1942
AAG

1 Incl.-
Description

10007

~~CONFIDENTIAL~~

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

~~CONFIDENTIAL~~

~~RELEASABLE~~

DECLASSIFIED

500 hrs

9 Jan 60 June 1974

By ALM/86 JG. Date 10-12-76

(AFMAG-HHHH/rrb-5790)

(AFDAS)

AAF 162.1

August 31, 1942.

MEMORANDUM FOR: Major General Alexander D. Surles, U. S. Army
Director, Public Relations Bureau
Room 2D7, Munitions Building.

Subject: Inspection of the "Lancaster".

1. Arrangements have been made whereby the British built airplane "Lancaster" will be flown to Bolling Field on Monday, September 7, 1942, where it will be available for observation.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 17 in June, 1944. Quantity on order is 300. A description of the characteristics of this airplane is attached.

3. General Arnold extends to you and to the officers of your office an invitation to inspect the "Lancaster" on the day indicated. It is requested that this office be furnished as soon as convenient with an indication of the number of officers and the approximate hour of their attendance.

WILLIAM W. DECK
Colonel, A.C.D.
Air Adjutant General.

Dispatched
AUG 31 1942
AAG

1 Incl-
Description

WDD

~~CONFIDENTIAL~~

A-1/AS
A-2/AS
Intst. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
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Comm.
Weather
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Tech. Insp.
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Civ. Pers.
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F. C.

~~CONFIDENTIAL~~

DECLASSIFIED

DDO #1's

8 Jan. & 20 June 1974

By SP-1 / R.S. LC. Date 10-12-74

DECLASSIFIED

(AFMAG-HHII/rrb-5790)

(AFDAS)

AAF 452.1

August 11, 1942

MEMORANDUM FOR: Brigadier General St. Clair Street, G. S. C.
Office Assistant Chief of Staff, Operations.

Subject: Inspection of the "Lancaster".

1. Arrangements have been made whereby the British built airplane "Lancaster" will be flown to Bolling Field on Monday, September 7, 1942, where it will be available for observation.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 17 in June, 1944. Quantity on order is 300. A description of the characteristics of this airplane is attached.

3. General Arnold extends to you and to the Air officers of your office an invitation to inspect the "Lancaster" on the day indicated. It is requested that this office be furnished as soon as convenient with an indication of the number of officers and the approximate hour of their attendance.

WILLIAM W. DICK
Colonel, A.G.D.
Air Adjutant General.

Dispatched
AUG 31 1942
AAG

1 Incl.-
Description

10000

CONFIDENTIAL

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
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F. C.

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8 Jan & 20 June 1974

By: ALB/BC AC Date: 12-76

~~RECLASSIFIED~~

AAP 452.1

(AFMAG-HHH/rrb-5790)
(AFDAS)

August 11, 1942.

MEMORANDUM FOR: Brigadier General Iqbal H. Edwards, G. S. C.
Assistant Chief of Staff, G-3.

Subject: Inspection of the "Lancaster".

1. Arrangements have been made whereby the British built airplanes "Lancaster" will be flown to Bolling Field on Monday, September 7, 1942, where it will be available for observation.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 17 in June, 1944. Quantity on order is 300. A description of the characteristics of this airplanes is attached.

3. General Arnold extends to you and to the Air officers of your office an invitation to inspect the "Lancaster" on the day indicated. It is requested that this office be furnished as soon as convenient with an indication of the number of officers and the approximate hour of their attendance.

WILLIAM K. DICK
Colonel, A.O.D.
Air Adjutant General.

Dispatched
AUG 31 1942
AAG

1 Incl.-
Description

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

~~CONFIDENTIAL~~

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DDO HVS
8 Jan. & 20 June 1974
By ALM/BG JC. Date 12-12-74

(AFMAG-HHH/rfb-5790)
(AFDAS)

AAF 152.1

August 21, 1942

MEMORANDUM FOR: Brigadier General Donald Wilson, G. S. C.
Assistant Chief of Staff, G-1.

Subject: Inspection of the "Lancaster".

1. Arrangements have been made whereby the British built airplane "Lancaster" will be flown to Balling Field on Monday, September 7, 1942, where it will be available for observation.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 17 in June, 1944. Quantity on order is 300. A description of the characteristics of this airplane is attached.

3. General Arnold extends to you and to the Air officers of your office an invitation to inspect the "Lancaster" on the day indicated. It is requested that this office be furnished as soon as convenient with an indication of the number of officers and the approximate hour of their attendance.

WILLIAM W. DICK
Colonel, A.C.D.
Air Adjutant General.

Dispatched
AUG 31 1942
AAG

1 Incl.-
Description

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plan/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
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Log. Pl.
Mat. C.
A. S. C.
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Handwritten signature

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DDG 115

8 Jan & 20 June 1974

By ALV/EG LC Data 10-12-76

(AFMAG-111H/rrb-5790)
(AFDAS)

AAF 452.1

August 11, 1942.

MEMORANDUM FOR: Colonel Eugene L. Harrison, Cavalry
Aide to the Secretary of War
Room 2042, Munitions Building.

Subject: Inspection of the "Lancaster".

1. Arrangements have been made whereby the British built airplane "Lancaster" will be flown to Bolling Field on Monday, September 7, 1942, where it will be available for observation.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 17 in June, 1944. Quantity on order is 300. A description of the characteristics of this airplane is attached.

3. General Arnold extends to the Secretary of War and his Aides and to officers of his office an invitation to inspect the "Lancaster" on the day indicated. It is requested that this office be furnished as soon as convenient with an indication of the number of persons and the approximate hour of their attendance.

WILLIAM W. DICK
Colonel, A. G. D.
Air Adjutant General.

Dispatched
AU 31 42
AAG

1 Incl.
Description

Handwritten signature

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. MAC
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
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Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

~~CONFIDENTIAL~~

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DECLASSIFIED

DD FORM 129

1 Jan. & 30 June 1974

By ALN/EC JC. Date 10-12-74

(AFMAG-HHH/rrb-5790)

(AFDAS)

AAF 452.1

August 11, 1942.

MEMORANDUM FOR: Colonel Robert H. Young, General Staff Corps
Room 2026, Munitions Building,

Subject: Inspection of the "Lancaster".

1. Arrangements have been made whereby the British built airplane "Lancaster" will be flown to Belling Field on Monday, September 7, 1942, where it will be available for observation.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 17 in June, 1944. Quantity on order is 300. A description of the characteristics of this airplane is attached.

3. General Arnold extends to the Chief of Staff and to officers of his office an invitation to inspect the "Lancaster" on the day indicated. It is requested that this office be furnished as soon as convenient with an indication of the number of persons and the approximate hour of their attendance.

WILLIAM W. DECK
Colonel, A.C.D.
Air Adjutant General.

Dispatched

AUG 31 1942

AAG

1 Incl.-
Description

WDD

A-1/AS
A-2/AS
Intcl. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Int. Tr.
Tech. S.
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DD Form 139

8 Jan. & 20 June 1974

By: AIC/OC/IC; Date: 10-12-76

AAF 452.1

(AFMAG-HHH/rrb-5790)
(AFDAS)

August 31, 1942.

MEMORANDUM FOR: Colonel Otto L. Nelson, General Staff Corps
Room 2022, Munitions Building.

Subject: Inspection of the "Lancaster".

1. Arrangements have been made whereby the British built airplane "Lancaster" will be flown to Bolling Field on Monday, September 7, 1942, where it will be available for observation.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 17 in June, 1944. Quantity on order is 300. A description of the characteristics of this airplane is attached.

3. General Arnold extends to the Deputy Chief of Staff and to officers of his office an invitation to inspect the "Lancaster" on the day indicated. It is requested that this office be furnished as soon as convenient with an indication of the number of persons and the approximate hour of their attendance.

WILLIAM W. DICK
Colonel, A.C.D.
Air Adjutant General.

Dispatched

AUG 31 1942

AAG

1 Incl. -
Description

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
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Civ. Pers.
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DDO NIS

8 Jan. & 20 June 1974

By ~~Act~~ /SG, LC, Date

(AFMAG-HHH/rrb-5790)
(AFDAS)

AAF 452.1

August 11, 1942

MEMORANDUM FOR: The Under Secretary of War.

Subject: Inspection of the "Lancaster".

1. Arrangements have been made whereby the British built airplane "Lancaster" will be flown to Bolling Field on Monday, September 7, 1942, where it will be available for observation.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 17 in June, 1944. Quantity on order is 300. A description of the characteristics of this airplane is attached.

3. General Arnold extends to the Under Secretary of War and to officers of his office an invitation to inspect the "Lancaster" on the day indicated. It is requested that this office be furnished as soon as convenient with an indication of the number of persons and the approximate hour of their attendance.

WILLIAM W. DICK
Colonel, A.C.D.
Air Adjutant General.

Dispatched

AUG 31 1942

AAG

1 Incl. -
Description

Handwritten signature

A-1/AS
A-2/AS
Intol. S.
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Plan/AS
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Log. Pl.
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A. S. C.
F. C.

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8 Jan 80 June 1974
By ALM/AG/IC Date 10-12-76

AAF 152.1

(AFMAG-HHHH/rrb-5790)
(AFDAS)

August 11, 1942.

MEMORANDUM FOR: The Assistant Secretary of War.

Subject: Inspection of the "Lancaster".

1. Arrangements have been made whereby the British built airplane "Lancaster" will be flown to Bolling Field on Monday, September 7, 1942, where it will be available for observation.

2. Canada will build the "Lancaster" with production starting in April, 1943, and increasing to a peak production of 17 in June, 1944. Quantity on order is 300. A description of the characteristics of this airplane is attached.

3. General Arnold extends to The Assistant Secretary of War and to officers of his office an invitation to inspect the "Lancaster" on the day indicated. It is requested that this office be furnished as soon as convenient with an indication of the number of persons and the approximate hour of their attendance.

WILLIAM W. DIECK
Colonel, A.G.D.
Air Adjutant General.

1 Incl.-
Description

Dispatched
AUG 31 1942
AAG

WDD

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A-1/AS
A-2/AS
Intcl. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Rec.
A. Def.
Bomb.
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Base S.
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Photo. M&C
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Leg. Pl.
Mct. C.
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F. C.

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DOD IIRs

8 Jan. & 20 June 1974

By ASAC / BG, JC, Date 10-12-74

RECEIVED

AFACT
JJOS

Written 8/31/42

Air Marshal R.S.E. Bull,
British Staff Mission,
Office of the Combined Chiefs of Staff,
Washington, D. C.

September 3, 1942

My dear Bull:

The importance of air transport service within theaters of operations as outlined in your letter of August 28th is fully appreciated by the Army Air Forces.

Every effort is being made to utilize available transports in theaters where they will do the most good. The shortage of this type of aircraft prohibits meeting the requirement for transport in all theaters.

Assuming that transport deliveries can be accelerated, our plan is to increase the number of U.S. transports operating in the India China Area from 49 to 75 and in addition to bring the number now operated by CCAF to 25. This will result in an increase of 38 transports over those now operating in that area.

A further transport (troop carrier) group cannot be made available to Europe in the Middle East by any other means than a diversion from those groups now committed to the United Kingdom.

Sincerely yours,

Dispatched
SEP 3 1942
AAG

*Y de
di 9/3/42*

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

ek

A-1/AS
A-2/AS
Intel. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
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Bomb.
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Base S.
War O&M
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Photo. M&C
Comm.
Weather
Traffic
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Pub. Rel.
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Mil. Pers.
Civ. Pers.
Surg.
J. Adm.
Budget
Fiscal
Mgn. Con.
Adj. Gen.
Cig. Pl.
Stat. Pl.
Leg. Pl.
Nat. C.
A. S. C.
F. C.

CONFIDENTIAL

*Encl. 28
Pr. 03 452.1*

~~CONFIDENTIAL~~

DECLASSIFIED

DD Form

8 Jan. & 20 June 1974

LC. Data

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

DECLASSIFIED

For

By: *[Signature]*
Date: *20/1/76*

24th August 1942.

~~BR SECRET~~
~~US CONFIDENTIAL~~

My dear Arnold:

When General Marshal was in London the C.A.S. gave him a note on the subject of our difficulties resulting from a shortage of air transport resources, particularly in the Middle East and India. He has now asked me to follow this up with you and to ascertain whether anything can possibly be done to help us in this respect.

2 Air transports are normally an important component of an Air Force Command, and there are certain circumstances in which they become a necessity without which a force is handicapped to the verge of danger. This is the position in the Middle East and India. These two theatres require transport services in two forms viz:

- (i) As the only means of communication from the West whereby urgent requirements of personnel and material can reach the scene of action in less than eight or ten weeks.
- (ii) As readily available units for the carrying of troops/ ^{and} for the movement and maintenance of combat formations within the battle area, or between the various fronts in those Commands.

For these two services we had on August 1st between Takoradi and Chungking on the air routes and in the whole Middle East and Indian Commands only 49 U. S. and 62 British Medium Transport aircraft, which is a disappointing figure compared with what we had hoped for earlier this year.

3 As regards communications, we fully appreciate the service that is being given to us by U. S. aircraft on the trans-African routes, but the fact that our joint capacity on those routes is not adequate to requirements was demonstrated by the emergency measures which we were forced to take recently in diverting bombers for carrying urgent air spares required for operations in the Western Desert.

4 The importance of air transport services within a theatre of operations has been clearly demonstrated by the value which Rommel has attained from his Ju.52's for the maintenance of his forces in Africa. Tedder has been planning all along to form transport groups within his Command that would give flexibility to his very inadequate forces with a view, in particular, to the possibility of having to establish and operate squadrons in strength in Syria, Iraq and Iran. This necessity is now almost upon him but all he has got to devote to this badly needed service is what can be spared from the ferry routes

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

/of some 50 ...

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~~CONFIDENTIAL~~

-2-

of some 50 transport Hudsons out of the 100 that we have in due course to send him, and these are diversions of valuable combat aircraft.

5. In our attempts to afford for our active oversea theatres as much as possible of the transport services that they need we have almost entirely denuded the United Kingdom of this type. We have there only three heavy and medium transport aircraft operated by the R.A.F. and 46 more in use by B.O.A.C. mostly outwards from the United Kingdom to other territories. We have no organised capacity for the production of transport aircraft. Thus we have no resources whatever from which to reinforce the Middle East so say nothing of providing for the training and operation of air borne forces as well as the quite important, if not very extensive, requirement for air transport within the United Kingdom.

6. We are in consequence entirely dependent on you for any improvement of the transport services towards and within Middle East and Indian theatres of war. Both our Air Forces are committed in those theatres and between them they dispose of what is really insufficient strength to meet the attacks actual and potential for which they must be prepared this Autumn. Our main hope of successfully defeating these attacks lies in improved communications with the sources of supply in the West and increased mobility within the area of operations that will enable us to concentrate and maintain forces at any point where they are temporarily most needed. Would it not be possible for you to squeeze out now that transport group for which we have long been hoping and allocate it to Brereton for the purpose of increasing our joint capacity to operate effectively between Libya and Burma? I know that Air Ministry are also most anxious to have additional carrying capacity between Takoradi and Cairo for the general service of the growing forces in Egypt, and urgently desire to see say 12 more medium transports on that route. I do submit that these services would be a far more valuable contribution towards checking the enemy short of the point at which he can do us vital damage than a corresponding addition to the transport services in the South West Pacific, badly needed though they may be.

Yours sincerely,

/s/ D.C.S. EVILL
Air Marshal

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED

DOB hrs

8 Jan & 20 June 1974

By ALB/BC JC, Date 12-12-76

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

CONFIDENTIAL



File No. _____

Tally No. AAF _____

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

DECLASSIFIED

SUBJECT: Difficulties Resulting from a Shortage of Air Transport Resources.

NO.	FROM	TO	DATE	COMMENTS
1.	General Arnold	General Kuter	1942 8/25	<p>1. In connection with Portal's request referred to in the attached, as I remember it, we prepared a letter which was based around:</p> <ul style="list-style-type: none"> a. Shortage of transports. b. Lack of availability of any reserve to give to the British. c. Our endeavor to utilize such transports as we had to meet their requirements as we could. <p>2. I think you had better look this matter up and see if you can find a copy of our other reply so that we can be consistent.</p> <div style="text-align: right;">  </div>
Incl:	Ltr. to Gen. Arnold 8/24/42 from Air Marshal Evill, re above subject.			
2.	AFDAS	AFACT	1942 8-26	<p style="text-align: right;">LSK:cmc 6371</p> <p>Forwarded to you for the preparation of a proper reply.</p> <p>Please contact Colonel Cabell, Colonel O. A. Anderson and General Meyers.</p> <div style="text-align: right;">  D.S. KUTER Brig. Gen., U.S.A. </div>
Incl:	n/c			

(Do not use reverse side)

F-4071. AF. Rev. 8/14/61

Page No. _____

CONFIDENTIAL

As of 492-1 Enc. 218 ✓

CONFIDENTIAL
 ADQUARTERS, U.S. AIR FORCES
ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	1141

SUBJECT: Difficulties Resulting from a Shortage of Air Transport Resources.

ITEM NO	FROM	TO	DATE	COMMENTS
3	AFACT	AFDAS	1942 8-31	<p style="text-align: right;">JJO'Siek 6110</p> <p>1. Attached is letter to Air Marshal Evill, prepared for General Arnold's signature.</p> <p>2. The personnel mentioned in Paragraph 2 above has been contacted but no one had any knowledge of the correspondence referred to by General Arnold.</p> <p style="text-align: right;"><i>RWH</i> ROBERT W. HARPER, Colonel, Air Corps.</p> <p>Incl. added: Ltr to Air Marshal Evill for Gen. Arnold's signature.</p>

Hq. Army Air Force
 1942
 Received

DECLASSIFIED

1141

452.1 England (218)

~~CONFIDENTIAL~~

BRITISH JOINT STAFF COMMISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

~~RR SECRET~~

~~U. S. CONFIDENTIAL~~

DECLASSIFIED

24th August 1942.

For
J. H. ... 2 Jan. 75
Date 10/12/76

My dear Arnold,

When General Marshal was in London the C.A.S. gave him a note on the subject of our difficulties resulting from a shortage of air transport resources, particularly in the Middle East and India. He has now asked me to follow this up with you and to ascertain whether anything can possibly be done to help us in this respect.

2. Air transports are normally an important component of an Air Force Command, and there are certain circumstances in which they become a necessity without which a force is handicapped to the verge of danger. This is the position in the Middle East and India. These two theatres require transport services in two forms viz:

- (i) As the only means of communication from the West whereby urgent requirements of personnel and material can reach the scene of action in less than eight or ten weeks.
- (ii) As readily available units for the carrying of troops, ^{and} for the movement and maintenance of combat formations within the battle area, or between the various fronts in those Commands.

For these two services we had on August 1st between Takoradi and Chungking on the air routes and in the whole Middle East and Indian Commands only 49 U.S. and 62 British Medium Transport aircraft, which is a disappointing figure compared with what we had hoped for earlier this year.

3. As regards communications, we fully appreciate the service that is being given to us by U.S. aircraft on the trans-African routes, but the fact that our joint capacity on those routes is not adequate to requirements was demonstrated by the emergency measures which we were forced to take recently in diverting bombers for carrying urgent air spares required for operations in the Western Desert.

4. The importance of air transport services within a theatre of operations has been clearly demonstrated by the value which Rommel has attained from his Ju.52's for the maintenance of his forces in Africa. Tedder has been planning all along to form transport groups within his Command that would give flexibility to his very inadequate forces with a view, in particular, to the possibility of having to establish and operate squadrons in strength in Syria, Iraq and Iran. This necessity is now almost upon him but all he has got to devote to this badly needed service is what can be spared from the ferry routes

/of some 50 ...

Tenant General H.H. Arnold,
Commanding General,
U.S. Army Air Forces,
War Department,
Washington, D.C.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

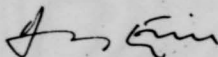
-2-

of some 50 transport Hudsons out of the 100 that we have in due course to send him, and these are diversions of valuable combat aircraft.

5. In our attempts to afford for our active oversea theatres as much as possible of the transport services that they need we have almost entirely denuded the United Kingdom of this type. We have there only three heavy and medium transport aircraft operated by the R.A.F. and 46 more in use by B.O.A.C. ^{and} outwards from the United Kingdom to other territories. We have no organised capacity for the production of transport aircraft. Thus we have no resources whatever from which to reinforce the Middle East to say nothing of providing for the training and operation of air borne forces as well as the quite important, if not very extensive, requirement for air transport within the United Kingdom.

6. We are in consequence entirely dependent on you for any improvement of the transport services towards and within Middle East and Indian theatres of war. Both our Air Forces are committed in those theatres and between them they dispose of what is really insufficient strength to meet the attacks actual and potential for which they must be prepared this Autumn. Our main hope of successfully defeating these attacks lies in improved communications with the sources of supply in the West and increased mobility within the area of operations that will enable us to concentrate and maintain forces at any point where they are temporarily most needed. Would it not be possible for you to squeeze out now that transport group for which we have long been hoping and allocate it to Brereton for the purpose of increasing our joint capacity to operate effectively between Libya and Burma? I know that Air Ministry are also most anxious to have additional carrying capacity between Takoradi and Cairo for the general service of the growing forces in Egypt, and urgently desire to see say 12 more medium transports on that route. I do submit that these services would be a far more valuable contribution towards checking the enemy short of the point at which he can do us vital damage than a corresponding addition to the transport services in the South West Pacific, badly needed though they may be.

Yours sincerely,



D.C.S. EVILL
Air Marshal

~~CONFIDENTIAL~~

Att 06 452-18 (218)

DECLASSIFIED
2007

8 Jan 6 2008 1023
By: AJP/BCL/DAW/10-12-76

AFAMC-2
BEM
Ext 2554

AUG 26 1942

CONFIDENTIAL
RECLASSIFIED

Air Marshal D. C. S. Eville
British Joint Mission
Room 304, Public Health Building
Washington, D. C.

Dear Air Marshal Eville:

In regard to our conversation today pertaining to delivery of airplanes to the U.K., I find the situation is not particularly comforting.

A-30 - As you know, all production of this model is allocated to the U.K. Considerable delay was encountered by virtue of the discomforting amount of changes that were agreed upon between U.K. and U.S. representatives. However, this is now over the dam and production should start rolling. The last hold-up appears to be the accumulation of CO₂ in the cockpit. Martin thinks they have this corrected. Between 20 and 25 should be delivered this month and Martin should be on schedule in September. I assure you that every effort will be made to pick up this August lag.

A-31 - The British allocation of V-72's for August was 59, of which 42 were to come from Northrop and 17 from Vultee. Accelerated service tests temporarily grounded the A-31's because of electric fuel pump failures and malfunctioning of the aileron controls. These difficulties have been corrected and there have already been 33 A-31's delivered to the British from Northrop this month.

The delivery of V-72's from Vultee has been delayed due to many necessary changes, such as relocation of the air intake and the installation of special filtering equipment for desert work.

N.A.C. case 105 allocated 28 to Brazil in August and September. These 28 airplanes are scheduled in between the present block for U.S. and the British block. This scheduling was discussed with Wing Commander Storrar and Wing Commander Walker.

Therefore, in view of the delay in deliveries and the Brazilian allocation, it is doubtful if the first block at Vultee for the British will start before the latter part of September or early part of October. The British will continue to receive the total output of Northrop.

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RECLASSIFIED

Copy for Gen Arnold

To: Air Marshal D.C.S. Evill

RECLASSIFIED

A-20 - U.K. allocation for August - 49. Production of the first A-20C (British Lend-Lease model) does not start until September. It is now estimated that the total U.K. allocation of 181 will be delivered by November.

The delay in the starting of the new A-20C line was due principally to a critical shortage of certain raw materials.

Please be assured that I will do everything in my power to have all of these airplanes brought up to schedule at the earliest possible moment.

Very truly yours,

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

Dispatched

AUG 26 1942

AAG

RECLASSIFIED

AW 452.1 Aug 21/42

~~CONFIDENTIAL~~

DECLASSIFIED
DOO HRS.

8 Jan. 6 20 JAN 1979

100-12-76

Difficulties Resulting from A Shortage of Air Transport Resources.

1. General General 1942
Arnold Kuter 8-25

1. In connection with Portal's request referred to in the attached, as I remember it, we prepared a letter which was based around:

- a. Shortage of transports.
- b. Lack of availability of any reserve to give to the British.
- c. Our endeavor to utilize such transports as we had to meet their requirements as we could.

2. I think you had better look this matter up and see if you can find a copy of our other reply so that we can be consistent.

Incl:
Ltr to Gen. Arnold 8/24/42
frm Air Marshal Svill, re
above subject.

H. H. A.

LSX:cmc 6371

2. AFDAS AFACT 1942
8-26

Forwarded to you for the preparation of a proper reply.
Please contact Colonel Cabell, Colonel O. A. Anderson and General Meyers.

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

Incl: n/c

Dispatched
AUG 27 1942
AAG

*file
ci 8/28/42*

~~CONFIDENTIAL~~

*M. Gray
Asst. Dir. Eng. Div.*

~~SECRET~~

DECLASSIFIED
DOO MFB
8 Jan. & 22 June 1974
By: ALN/OC, JC, Usher 10-12-74

Airplanes as Deck Loads.

1. AFCAS Asst. Chief 1942
of Air 8-18
Staff, A-4

1. General Arnold desires that steps be taken now, without delay, to send airplanes to England as deck loads. These airplanes will be those for the 82nd and 54th Fighter Groups.

2. The 54th Fighter Group, as you know, is at present being used as a loan from Bolero. An attempt will be made to move it. These two groups, according to schedule, should move in October. He feels that it is not too early to start the airplanes to England by boat as deck loads.

3. Coordinate your action with Plans and A-3.

G.E.S.
AFCAS

4521 England (214)

Revised to A-4 by Lew Stratmeyer

*File
28/9/47*

~~SECRET~~

Orig's 4521 England (214)

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HAAF AFAMC-5 RWJ

DECLASSIFIED
DDI #75

8 Jan. & 20 June 1991
By ALM/BC LC, DWR, 10-12-96

DECLASSIFIED

AUG 15 1942

British Air Commission
1785 Massachusetts Avenue
Washington, D. C.

Attention: Leslie J. Douglas-Munn

Gentlemen:

Information for preparation of a reply to your letter of August 7, 1942, pertaining to carbon monoxide indicators, is not immediately available to this office.

Your letter has been referred to the Material Center, Wright Field, for comment, and it is anticipated that a complete reply will be forwarded to you approximately August 24, 1942.

Very truly yours,

ROBERT F. PATTERSON
Under Secretary of War

(signed) B. D. Edwards

BASIL D. EDWARDS
Colonel, Infantry
Administrative Officer

Hq. Army Air Forces

AUG 16 1942

AAG Received

Dispatched
AUG 16 1942
AAG

Hq. Army Air Forces

AUG 11 1942

AAG Received

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8/18/42*

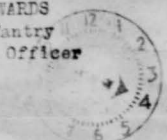
WJF

[Signature]

CONFIDENTIAL

A-1/AS
A-2/AS
Asst. S.
A-3/AS
A-4/AS
Plaza AS
Imp. AS
Mil. Sec.
A. Del.
Trans.
Gr. Insp.
Exec. I.
War Comm.
Ins. Tr.
Trans. S.
Comm.
War. Sec.
Trans.
Photo. SAC
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Civ. Pers.
Surp.
J. Advoc.
Budget
Financ.
Legal. Coun.
Adm. Coun.
Org. Pl.
Stat. Pl.
Log. Pl.
Main. Cl.
As. to Cl.
Tr. Cl.

Att. 65 4521 / Eng. (213)



DEPARTMENT
OFFICE OF THE
UNDER SECRETARY

Att 65 4524 Eng. (23)

~~CONFIDENTIAL~~
BRITISH AIR COMMISSION

WASHINGTON

DECLASSIFIED

For
JCS memo 2 Jan 75
HHJ:JC Date 12/14/76
HW

7th August 1942

Mr. Robert P. Patterson
Under Secretary of War
WAR Department
Washington, D. C.

Re: Carbon Monoxide
Detectors

Dear Mr. Patterson:

With reference to our recent correspondence on the subject of the carbon monoxide detector, and in regard to the general conditions under which releases of manufacturing information are made by British Missions in this country to the U.S. Government Departments; we have been directed by the Ministry of Aircraft Production to request information from your Department, and from the Navy Department, as to the present contract position in regard to the subject apparatus.

In your letter to Mr. Boddis, dated the 27th of March last, you informed us that it was then contemplated that two firms of manufacturers would be approached regarding the possible production of the carbon monoxide detector. The firms referred to were Cambridge Instrument Company, Inc., of 3732 Grand Central Terminal, New York and Mine Safety Appliance Company of Braddock, Thomas and Meade Streets, Pittsburgh, Pa.

We should be much obliged if you would now inform us (a) as to whether any contracts have been placed by the War Department with either of the firms named, or with any other firm, in connection with the subject apparatus, and (b) as to what provisions have been, or will be, inserted in any such contracts for the purpose of giving effect to the release conditions which have been agreed between us.

An early reply to this letter would be appreciated.

Yours very truly,

/s/

Leslie J. Douglas-Mann
Chief, Patents Section

LJD-M/ah

~~CONFIDENTIAL~~

CONFIDENTIAL

DO NOT DETACH THIS SLIP

DECLASSIFIED

DDO 115

Return accompanied papers to

8 Jan. & 20 June 1974

ALSO / BG / C. Date 10-12-74

ROOM 4187 WAR DEPARTMENT BUILDING

OFFICE OF THE UNDER SECRETARY OF WAR

Date August 8, 1942

Subject: Letter from Leslie J. Douglas-Mann, Chief, Agents Section, British Air Commission, 8/7/42, re: Request for information as to present contract position in regard to carbon monoxide detectors.

To: ARMY AIR FORCES

For accomplishment... 8/14... In case action cannot be completed previous to this date, prepare acknowledgment at once and expedite final reply.

- 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:

CONFIDENTIAL

BASIL D. EDWARDS
Colonel, Infantry
Administrative Officer

Form No. 1-a
(Ed. Apr. 23, 1928)

U. S. GOVERNMENT PRINTING OFFICE 16-21085a

834717 AUG. 8 1942

C.M.U. - HQ, AAF

DECLASSIFIED

DDO Hqs.

8 Jan. & 20 June 1994

By: SP4/SGT ACJ/DAW/SP-12-76

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

AFAMC-5

Received from the Office, Chief of the Air Corps the following
(~~ENCLOSURE~~, ~~CONFIDENTIAL~~) document:

Addressed to: British Air Commission
Washington, D. C.

Attention: Leslie J. Douglas-Mann

Subject: Carbon Monoxide Indicator.

Type of Corres.: Letter

Date:

Basic Dated:

No. Incls.:

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

Material Command

DATE RECEIVED: Aug 13, 1942
BY: *Major Fuchs*
Name
CR JAGD
Rank Branch

OFFICE OF: O. O. S. W.

CCAC NO. _____

W-4003, AC., Rev. 12/2/41
Air 06452-1/Eng. 213

9915



~~CLASSIFIED~~

DECLASSIFIED

FCI
BY: [Signature] Date: 12/12/76

BRITISH AIR COMMISSION

1785 MASSACHUSETTS AVENUE
WASHINGTON, D. C.

TELEPHONE HOBART 9000

7th August 1942

NOTE

NO. _____

Mr. Robert P. Patterson
Under Secretary of War
War Department
Washington, D.C.

Re: Carbon Monoxide
Detectors

Dear Mr. Patterson:

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An early reply to this letter would be appreciated.

Yours very truly,

Leslie J. Douglas-Mann

Leslie J. Douglas-Mann
Chief, Patents Section

AUG-8 '42



LJD-M/ah

WAR DEPARTMENT
OFFICE OF THE
UNDER SECRETARY

~~CLASSIFIED~~

AMC

RECEIVED

AUG 6 1942

C.M.L. - HQ. AAF

Acc 25452.1 Eng. (213)

Reallocation of Trainers AAF and RAF

DECLASSIFIED

DDO Reg.

8 Jan & 30 June 1974

By A12/SG LC, Date 10-12-76

~~CONFIDENTIAL~~

DECLASSIFIED

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

457.1 Eng. (212)

2. CAS AMC thru 8/8 ADS

1. Approved. Please take necessary action.

Hq. Army Air Forces
AUG 9 1942
AAG RECEIVED

G.E.S.
C/AS

Dispatched
AUG 10 1942
AAG

DECLASSIFIED
File @ 8/11/42

CONFIDENTIAL

Air (A) 457.1 Eng. (212)

AD 3/308

XXXXXXXXXXXX

*Secret to A-4
to bring up at
Gen. Arnold's meeting
7/15*

SECRET
UNCLASSIFIED

DECLASSIFIED
EOD 115
8 Jan & 20 June 1974
By: ALN/BC LC: Date: 11-12-76

August 1, 1942.

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Delivery of Pursuit Airplanes from Iceland to England.

1. Reference General Arnold's directive to procure a vessel to carry pursuit airplanes from Iceland to England.

2. I have discussed this matter in all details with General Gross, Chief of the Transportation Branch, SOS, who is anxious to help us in this matter, if it is possible. The obstacles to the course of action suggested are:

a. In good weather the boat would not be needed and there would probably be a twenty-four (24) hour delay before a decision would be made to put airplanes on the boat for further shipment.

b. Loading would take the better part of one day.

c. It would not be possible to send a boat through these waters, unconvoyed, and there would be a wait of several days to make connections with a convoy which then would be a couple hundred miles south of Iceland. The round trip, including unloading, would take more than a week, during which time the weather is apt to break sufficiently to permit the number of airplanes (34) which could be carried on one boat to be flown.

d. The really bad weather in this vicinity occurs in the winter, and when flying conditions are bad at this time, sea conditions are such as to cause a heavy roll, as much as thirty-nine (39) degrees not being uncommon. Under these conditions, loading of airplanes would be impossible.

3. In view of the above, I recommend:

a. That all P-38 fighter airplanes for attrition

AD 3 11521-1 Aug 210

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be boxed and shipped direct from the United States.

b. That present plans for flying the original allotment of airplanes in the P-38 group be continued, and the delay in Iceland be accepted as incident to the movement. (The SOS cannot give us a ship and there is nothing else we can do. If they did give us a ship, it would only carry about thirty-four (34) of these airplanes at one time.)

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

SECRET

File
4
Air DB 432 (Eng. 210)

COPI FOR GENERAL STRATEMEYER

DECLASSIFIED
DOO 14a
8 Jan 4 20 June 1984
By: ALC / RG 10, Date: 11-2-76

~~CONFIDENTIAL~~

August 3, 1942

Air Vice Marshal F. MacNess Foster,
Royal Air Force Delegation,
Box 773,
Benjamin Franklin Station,
Washington, D. C.

My dear Air Vice Marshal:

Upon looking into the matter presented in your letter of July 13th concerning three (3) Liberators, numbers AL590, AL593, and AL610, I find that two (2) of these airplanes have been turned over already to your people and the remaining one (1) is in the process of being turned over at this time.

I trust that you will find the condition of these airplanes satisfactory, and I assure you that all steps necessary will be taken to expedite work on the third Liberator.

Sincerely,

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

11521
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buz

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

*File
ci*

~~SECRET~~
~~U. S. CONFIDENTIAL~~Box 772
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.ROYAL AIR FORCE DELEGATION
(BRITISH AIR COMMISSION)

DECLASSIFIED

Declassified by 2300 JAC
on 10/10/74 Date 10/10/74

YOUR REF:

OUR REF:

13th July, 1942.

Major General George E. Stratemeyer,
Chief of the Air Staff,
War Department,
Washington, D.C.

My dear General,

Many thanks for your letter of July 9th, and I write to ask for your kind assistance in a matter which I feel should, if possible, be settled without troubling General Arnold.

Of the 30 Liberators allocated to us earlier in the year in exchange for the same number of B.24D's, 3 are still in the U.S.A. because mechanical defects prevented their earlier handing over to us for modification. Their numbers are:

AL. 590
AL. 593 and
AL. 610.

We are having great pressure at present from England to send every Liberator possible for Coastal Command since, as I think you know, they are being used for A.S.V. at the urgent request of the Admiralty.

For this reason I should be most grateful if you would issue instructions that the necessary modifications for these three Liberators to meet British requirements should be proceeded with as soon as possible.

The situation is all the more urgent since we have at present some 14 aircraft on the United States-Africa-Cairo air route for the purpose of transporting most vital spares and ammunition. The Air Ministry are pressing hard for us to return these aircraft to the U.K., but we are intending to make every effort to keep a certain number at any rate for shuttle service.

I should therefore be most grateful to you if you could give the necessary orders with regard to the three Liberators referred to above.

Yours sincerely,

~~SECRET~~
F. MacNess Foster
Air Officer Commanding (209) Air Vice Marshal

DECLASSIFIED
DDO 115.

8 Jan. & 20 June 1994

By SP-7/SGT J.C. Darr 10-12-76

~~CONFIDENTIAL~~

August 3, 1942

Air Vice Marshal F. MacNeese Foster,
Royal Air Force Delegation,
Box 772,
Benjamin Franklin Station,
Washington, D. C.

My dear Air Vice Marshal:

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I trust that you will find the condition of these airplanes satisfactory, and I assure you that all steps necessary will be taken to expedite work on the third Liberator.

Sincerely,

Dispatched
AUG 4 1942
AAG

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

~~CONFIDENTIAL~~

AFMAG Files

~~CONFIDENTIAL~~

Full status
a status

~~CONFIDENTIAL~~

in AD 4521 Eng. (209)

452.1 England (209)

DECLASSIFIED

DDO hrs

8 Jan. & 20 June 1991

By AFSA/AG/AG, Date 10-12-76

~~SECRET~~

HEADQUARTERS, AIR FORCES
DIRECTOR OF INTELLIGENCE SERVICE

~~SECRET~~

By authority of
C.G. A.A.F.
For the Ass't.
C. of A. S. A-3
8/23/42 ASD
Date W.A.L.

BRITISH NIGHT BOMBER LOSSES
May 1941 - April 1942

A study based on information derived from a
British Report of Night Bombing Operations,
against German, French, Dutch and Belgian
coastal areas.

Distribution:

- AFCAS
- AFDAS
- AFACT
- AFADS
- AFAPF
- AFDMR
- AFEDB
- AFRGS
- AFRAD
- Fighter Command Sch.
- C.G. ea. Air Force
- MIS (3)
- ONI (3)
- COGF
- CG SOS

SECRET
JUL 8 1942
AAG Received

~~SECRET~~

June 23, 1942

452.1 England 207

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Air 452.1 England 207

June 23, 1942.

BRITISH NIGHT BOMBER LOSSES

The following study relates to British bomber losses during night operations against targets in Germany and certain occupied countries and the principal causes advanced for such losses.

Period May 1941 - April 1942

Report No. 33 issued by the Bomber Command and dated May 20, 1942 presents some interesting graphs showing the proportions of night bombers reported missing from attacks on certain continental targets during the period May 1941 - April 1942 inclusive. These graphs indicate the total number of sorties made during each of the twelve months and the percentage of sorties missing in attacks on the following target areas: (a) French, Dutch and Belgian coastal towns, (b) Ruhr area, (c) Hamburg area, and (d) Mannheim area. The numbers of aircraft reported missing do not represent the total wastage but do include all aircraft destroyed by enemy action over enemy and enemy-occupied territory. The following results are shown by these graphs.

French, Dutch and Belgian Coastal Towns Area - Losses on the French, Dutch and Belgian coastal towns were less than those for any other targets, but there was a slight tendency for those losses to increase during March and April 1942. The losses fluctuated from .5% in May 1941 to as high as 2% in April 1942, with the average for the twelve-months period slightly above 1%.

Mannheim Area (Frankfurt, Karlsruhe, Mannheim, Nuremberg, Stuttgart) - Losses in this area fluctuated from .5% in May 1941 to as high as 3.5% in October 1941, with the average for the twelve-months period around 2%. However, in a raid by 147 aircraft in February 1942 no losses were sustained.

Ruhr Area (Aachen, Bielefeld, Bocholt, Cologne, Dortmund, Duisberg, Dusseldorf, Essen, Hamm, Huls, Krefeld, Munchen, Gladbach, Munster, Osnabruck, Schwerte, Soest) - Losses in this area were .5% in May 1941 and increased steadily to a high of 3.3% in September 1941. Since then they have varied between 3% and 4%.

Hamburg Area (Bremen, Emden, Hamburg, Kiel, Lubeck, Rostock, Wilhelmshaven) - Losses in this area have varied widely from a low of 1.5% in December 1941 to a high of 6.2% in March 1942,

with an average for the twelve-months period of around 3.5%.

Total Sorties - The overall monthly average for the total sorties over the four target areas indicated above fluctuated between 1.5% to 3.5%. It increased steadily to August 1941, remaining at about that level through November, with a sharp drop in December, January and February. In March and April 1942 it reached the previous high level of 3.5%. The overall average for the twelve-months period was around 2.8%.

Losses of Medium and Heavy Bombers - A separate graph shows the losses of medium and heavy bombers for the Hamburg and Ruhr areas for the period September 1941 to March 1942 inclusive. In the Hamburg area, the losses of medium bombers have averaged around 3.7% for the entire period, and have been consistently higher than those of the heavy bombers, by 1% to 2% in each month. For the Ruhr area, the average monthly relation of losses between medium and heavy bombers has been more erratic, but the average for the entire period has been about the same for each type, roughly 3.5%.

Discussion of Results - The following observations with respect to the foregoing results are quoted from the Bomber Command report:

(a) The fact that our losses on Ruhr targets have increased appreciably between May and August may be explained by the introduction by the enemy of the searchlight belt.

(b) The apparent tendency of our overall losses to increase until November and then decrease during the winter months is largely explained by the differing nature of the targets attacked during the period. There is a fall in our overall percentage losses whenever the ratio of sorties attacking the French, Belgian and Dutch Coastal towns to those attacking targets in Germany increases. It is in fact not safe to draw conclusions as to trends in overall losses without considering the nature of the targets attacked.

(c) Our losses have not shown any significant increase during the period August to April. It would appear that our own tactical measures and the use of more powerful bombers and greater concentrations, are approximately keeping pace with any improvements in the enemy defenses.

Analysis of Bomber Losses at Night

A report of the British Air Ministry dated September 25,

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1941 covering night bombing losses for an earlier period, October 1940 - June 1941, makes the following statement:

"In studying the effectiveness of the enemy's night interception methods it is extremely difficult to apportion our bomber losses between enemy night fighters, A.A. fire and other causes, but an analysis of the losses sustained in night bombing operations during the period October 1940 - June 1941 suggests that at the beginning of this year some 30 per cent of our losses were attributable to fighter action. It must be noted, however, that there was no evidence as to the cause of the loss of over one third of these aircraft which were missing.

"Since that date the figures show that, when monthly fluctuations have been smoothed out, there has been a slight but steady increase in the percentage of sorties reported as having been intercepted and attacked. The evidence at present available indicates that during the summer months about 30 to 40 per cent of the combats resulting from interceptions proved fatal, and that these accounted for some 45 per cent of our total bomber losses.

"It is probable that the greater success of the enemy night fighters during that period has been due, in a measure, to the lighter nights, but the reports also suggest that the enemy's searchlights are becoming more effective, and a higher percentage of aircraft are being attacked while held in searchlight beams. On the whole the percentage of interceptions reported and losses sustained have been slightly greater under moonlight conditions than during dark periods."

Further statistics received covering a subsequent period, July 1941 - April 1942, show the British losses from night bombardment for that ten-months period as 3.1%. (The day bombardment sorties for that period, which totaled about one-tenth the number of night sorties, suffered losses of 6.6%.) During the last two months of that period, March and April 1942, the night bombardment losses were 3.6%, and the day bombardment losses were reduced to 3.4%.

The following notes were made with respect to the results

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set forth in the preceding paragraph: Day losses due to flack and fighters were approximately 50% to each. Night bombardment losses are distributed as follows - 25% flack, 50% night fighters, 15% operational, 10% unknown.

The above comment indicates that the proportion of night bombardment losses due to fighter interception increased from 30% at the beginning of 1941, to 50% during subsequent months of the period covered.

Losses on Cologne Raid

For purposes of comparison, it may be of interest to set forth the figures from an official British report covering losses for the R.A.F. attack on Cologne during the night of May 30, 1942. A total of 1040 aircraft (including 338 heavies) left to attack Cologne, and 48 Blenheims left to attack airdromes in the vicinity of Cologne. Casualties amounted to 43 aircraft missing and 7 crash landed. The missing aircraft represent approximately 4% of the 1088 despatched. In connection with this operation, 36 Blenheims also attacked airdromes in France, Belgium and Germany, with 2 reported missing.

No indication is made of the proportion of losses attributable to anti-aircraft, enemy fighters and other causes. The weather conditions were perfect for the attack, which lasted 1½ hours. Therefore, no losses can be attributed to unusual weather. It may be noted that the proportion of missing aircraft (4%) is not much higher than the overall percentage of missing planes for the entire Ruhr area during the period May 1941 - April 1942, which was around 3.4%, and is practically the same as the proportion of missing planes over that area for the entire month of April 1942, with a total of 1446 sorties.

Conclusions

The following general conclusions may be made, based on the results set forth in this study and the discussion of results and analysis of losses quoted from the British reports.

1. Losses on the French, Dutch and Belgian coastal towns were less than those for any other target area, while losses on the Hamburg and Ruhr areas were heaviest.
2. Overall percentage losses decreased whenever the ratio of sorties attacking the French, Dutch and Belgian coastal towns to those attacking targets in Germany increased. Therefore,

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conclusions as to trends based on overall losses should not be made without considering the targets attacked.

3. The increase of losses on Ruhr targets between May and August 1941 may be explained by the introduction of the searchlight belt.

4. Since losses have not shown any significant increase during the period August 1941 to April 1942, it would appear that tactical measures and the use of more powerful bombers and greater concentrations are approximately keeping pace with any improvements in the enemy defenses.

5. Estimated distribution of night bombardment losses is as follows: 25% anti-aircraft, 50% night fighters, 15% operational, 10% unknown.

6. The proportion of night bombardment losses due to fighter interception increased from 30% at the beginning of 1941 to 50% during the latter part of that year and the early months of 1942. The increased effectiveness of enemy night fighters suggests that the enemy's searchlights are becoming more effective, and a higher percentage of aircraft are being attacked while held in searchlight beams.

7. On the whole, the percentages of interceptions reported and losses sustained have been slightly greater under moonlight conditions than during dark periods.

8. The percentage of planes missing from the attack on Cologne, May 30, 1942, is approximately the same as the percentage missing from the total sorties over the Ruhr area during the entire month of April 1942.

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NOTE ON BOMBER COMMAND AIRCRAFT REPORTED MISSING DURING THE PERIODMAY 1941 - APRIL 1942

1. A preliminary analysis has been made of the proportions of Bomber Command aircraft reported missing when attacking targets in various regions of enemy and enemy occupied territory during the period May 1941 - April 1942. The numbers of aircraft reported missing do not, of course, represent the total wastage but they do include all aircraft destroyed by enemy action over enemy and enemy occupied territory. They are, therefore, suitable for assessing any changes in the effectiveness of the enemy defenses during the period.

2. Figure 1 shows, month by month, the percentage of our aircraft reported missing when attacking targets in various regions during the period considered. The numbers of sorties on which these percentages are based are also shown. As the scatter of the percentages shown is considerable, the mean percentages over periods of 3 months have also been found and are shown in Fig. 2. A comparison of the losses of medium and heavy bombers is given in Fig. 3.

3. It will be seen that

- (a) Our losses on the French, Belgian and Dutch Coastal towns are less than those for any other targets. There has been a slight tendency for these losses to increase.
- (b) Our losses on targets in the Mannheim-Nuremberg area increased rather unsteadily between May and October. In a recent raid by 147 aircraft however no losses were sustained.
- (c) Our losses on Ruhr targets increased steadily between May and September. Since October they have varied between about 3% and 4% but have been less than the highest levels of losses reached during the summer.
- (d) Our losses on targets in the Hamburg-Bremen-Kiel area have varied rather erratically about an average of 3.5%.
- (e) Since September our losses of heavy aircraft have been consistently less than those of the mediums in the Hamburg-Bremen-Kiel area, but these losses have been about the same as the mediums in the Ruhr area.

4. Discussion of Results

- (a) The fact that our losses on Ruhr targets have increased appreciably between May and August may be explained by the introduction by the enemy of the searchlight belt.
- (b) The apparent tendency of our overall losses to increase until November and then decrease during the winter months is largely explained by the differing nature of the targets attacked during the period. There is a fall in our overall percentage losses whenever the ratio of sorties attacking the French, Belgian and Dutch

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Coastal towns to these attacking targets in Germany increases. It is in fact not safe to draw conclusions as to trends in overall losses without considering the nature of the targets attacked.

- (c) Our losses have not shown any significant increase during the period August to April. It would appear that our own tactical measures and the use of more powerful bombers and greater concentrations, are approximately keeping pace with any improvements in the enemy defenses.

APPENDIX

Targets included in the above analysis are:-

- (a) Ruhr Area. Aachen, Bielefeld, Bocholt, Cologne, Dortmund, Duisberg, Dusseldorf, Essen, Hamm, Huls, Krefeld, Munchen, Gladbach, Munster, Canabrock, Schwerte, Soest.
- (b) Hamburg Area. Bremen, Emden, Hamburg, Kiel, Lubeck, Rostock, Wilhelmshaven.
- (c) Mannheim Area. Frankfurt, Karlsruhe, Mannheim, Nuremberg, Stuttgart.

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GC/MEB
20th May 1942.
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REPORT ON OPERATIONAL SORTIES FOR 24 HOUR PERIOD
ENDING 0730 HOURS 31ST MAY, 1942.

DAY SORTIES.

N I L

C-in-C.
S.A.S.O.
D/S.A.S.O.
A.O.T.
N.S.O.
C.I.O.
P.R.O.
CONTROLLER.
NARRATIVE.
C.R.S.
FILE.....

NIGHT SORTIES.

1 Group. 180 Wellingtons (18 T.R.) left to attack COLOGNE.

2 Group. 9 Blenheims left to attack VECHTA A/drome.
9 Blenheims " " " BERRY AU BAC A/drome.
8 Blenheims " " " BONN A/drome.
6 Blenheims " " " VENLO A/drome.
7 Blenheims " " " ST. TROND A/drome.
9 Blenheims " " " TWENTE A/drome.
48 Sorties.

3 Group. 170 Wellingtons (98 T.R.) left to attack COLOGNE.
88 Stirlings (69 T.R.) " " " COLOGNE.
258 Sorties.

4 Group. 131 Halifax (99 T.R.) left to attack COLOGNE.
7 Whitleys " " " COLOGNE.
9 Wellingtons " " " COLOGNE.
147 Sorties.

5 Group. 73 Lancasters (59 T.R.) left to attack COLOGNE.
46 Manchesters " " " COLOGNE.
34 Hampdens " " " COLOGNE.
153 Sorties.

91 Group. 194 Wellingtons left to attack COLOGNE.
21 Whitleys " " " COLOGNE.
215 Sorties.

92 Group. 42 Wellingtons left to attack COLOGNE.
45 Hampdens " " " COLOGNE.
87 Sorties.

ANALYSIS OF SORTIES.

1040 Aircraft (Including 338 Heavies) left to attack COLOGNE.
48 Aircraft " on INTRUDER.
1088 Sorties.

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CASUALTIES.

MISSING.

1 Group. 3 Wellingtons of 12 Sqn.
2 Wellingtons of 142 Sqn.
1 Wellington of 103 Sqn.
1 Wellington of 22 O.T.U. Wellesbourne.
7

2 Group. 1 Blenheim of 114 Sqn. on
VECHTA A/drome.
1 Blenheim of 13 Sqn. (Army Co-op)
on BERRY AU BAC A/drome.

3 Group. 2 Wellingtons of 101 Sqn.
2 Wellingtons of 156 Sqn.
1 Wellington of 109 Sqn.
1 Wellington of 75 Sqn.
1 Wellington of 115 Sqn.
2 Wellingtons of 9 Sqn.
1 Stirling of 214 Sqn.
1 Stirling of 218 Sqn.
3 Wellingtons of 26 O.T.U. (92 Group)
14

4 Group. 1 Halifax of 1652 Flight.
1 Halifax of 405 Sqn. †
1 Halifax of 10 Sqn.
2 Wellingtons of 158 Sqn.
1 Whitley of 1502 Flight.
6

5 Group. 1 Lancaster of 61 Sqn.
2 Manchesters of 49 Sqn.
2 Manchesters of 50 Sqn.
2

91 Group. 1 Wellington of 11 O.T.U.
2 Wellingtons of 15 O.T.U.
3 Wellingtons of 22 O.T.U.
1 Wellington of 23 O.T.U.
7

92 Group. 1 Hampden of 14 O.T.U.
1 Wellington of 25 O.T.U.

CRASHED.

1 Wellington of 12 Sqn.
crashed near WEST RAYNHAM.
Crew killed.
1 Wellington of 150 Sqn.
crashed near SCAMPTON.
Crew killed.

NIL.

P.T.O.

NIL.

1 Halifax of 78 Sqn.
crashed at MARCH,
2 seriously injured,
3 slightly injured.

NIL.

NIL.

1 Hampden of 14 O.T.U.
collided with Halifax
near MARCH. 3 crew killed.
1 Hampden of 14 O.T.U.
crashed HORSHAM.

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2 killed,
1 seriously injured.
1 Wellington of 16 O.T.U. -
3 of crew baled out over sea.
Pilot landed A/c Stradishall.
1 Wellington of 16 O.T.U.
crashed landed HONINGTON.
3 of crew injured.

SUMMARY OF RESULTS.

COLOGNE.

All reports so far received indicate that the operation was a complete success. The weather was clear and the target easily identified. Good fires were started which - as reported by A.O.C. 3 Group who accompanied 218 Squadron, Marham - were visible 90 miles away. A.O.C. 3 Group said that these fires were within half a mile of the Aiming Point before heavies bombed. All Groups and the O.T.U's reported a very successful attack.

A Mosquito of 2 Group from Horsham St. Faith took off at 0400 for a visual/photo recce - went there and back in two hours, and reported an enormous pall of smoke over COLOGNE extending to 15,000 ft.

A second Mosquito took off at 0630 hours for a further reconnaissance.

Good weather at bases all night.

Squadron Leader, Ops. 2.

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<u>Bombardment</u>	<u>Sorties</u>	<u>Losses</u>	<u>Percentage</u>
<u>July to April (1941-1942)</u>			
Night	24,422	763	3.1%
Day	2,787	184	6.6%
<u>March to April</u>			
Night	5,976	217	3.6%
Day	434	15	3.4%
<u>Fighter (Escort)</u>			
March to May	6,262	130	2%

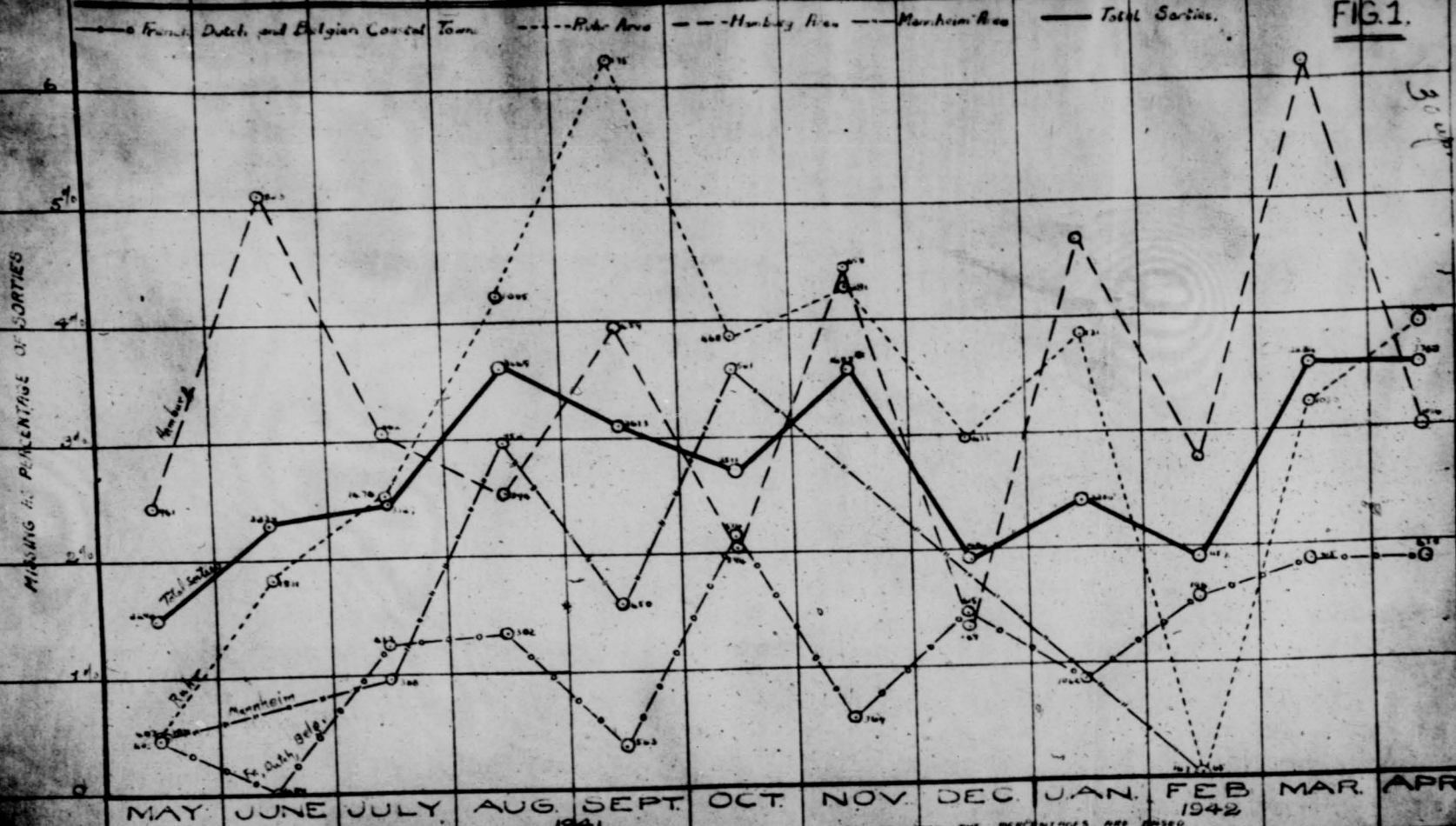
Note 1. Day losses due to flack and fighters approximately 50% to each.

Note 2. Night losses, bombardment, 25% flack, 75% night fighters, operational or undetermined. Probable distribution of the 75% :
50% fighters ; 15% operational ; 10% unknown

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THE PROPORTIONS OF OUR NIGHT BOMBERS REPORTED MISSING WHEN ATTACKING TARGETS IN VARIOUS REGIONS DURING THE PERIOD MAY 1941 - APRIL 1942.

FIG. 1.



THE FIGURES OVER EACH POINT INDICATE THE NUMBER OF SORTIES ON WHICH THE PERCENTAGES ARE BASED

THE FIGURES FOR BERLIN AND HAMBURG ARE 7/8 NOV 1941 HAVE BEEN EXCLUDED

REF: 5011-10-10-1

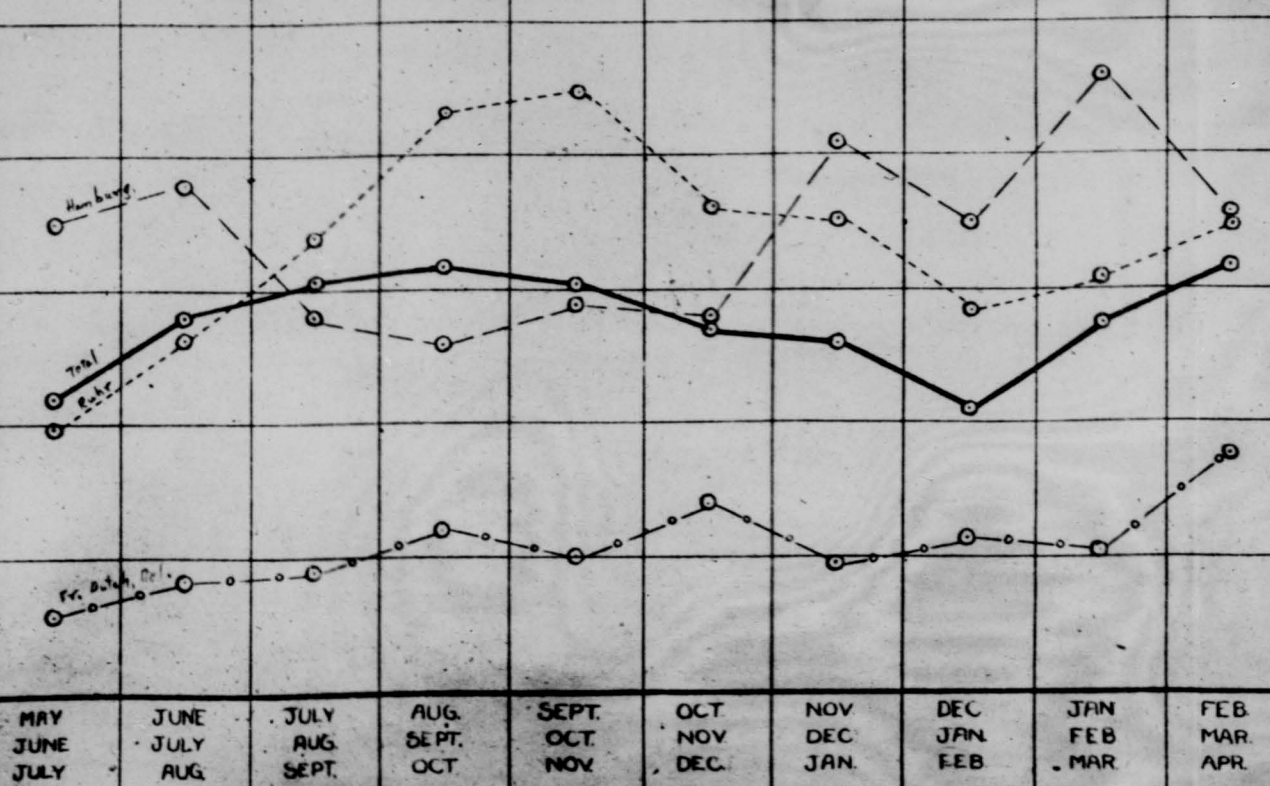
MEAN PERCENTAGE OF SORTIES MISSING.

FIG. 2.

EACH POINT DENOTES THE PERCENTAGE OF SORTIES MISSING OVER A PERIOD OF THREE MONTHS.

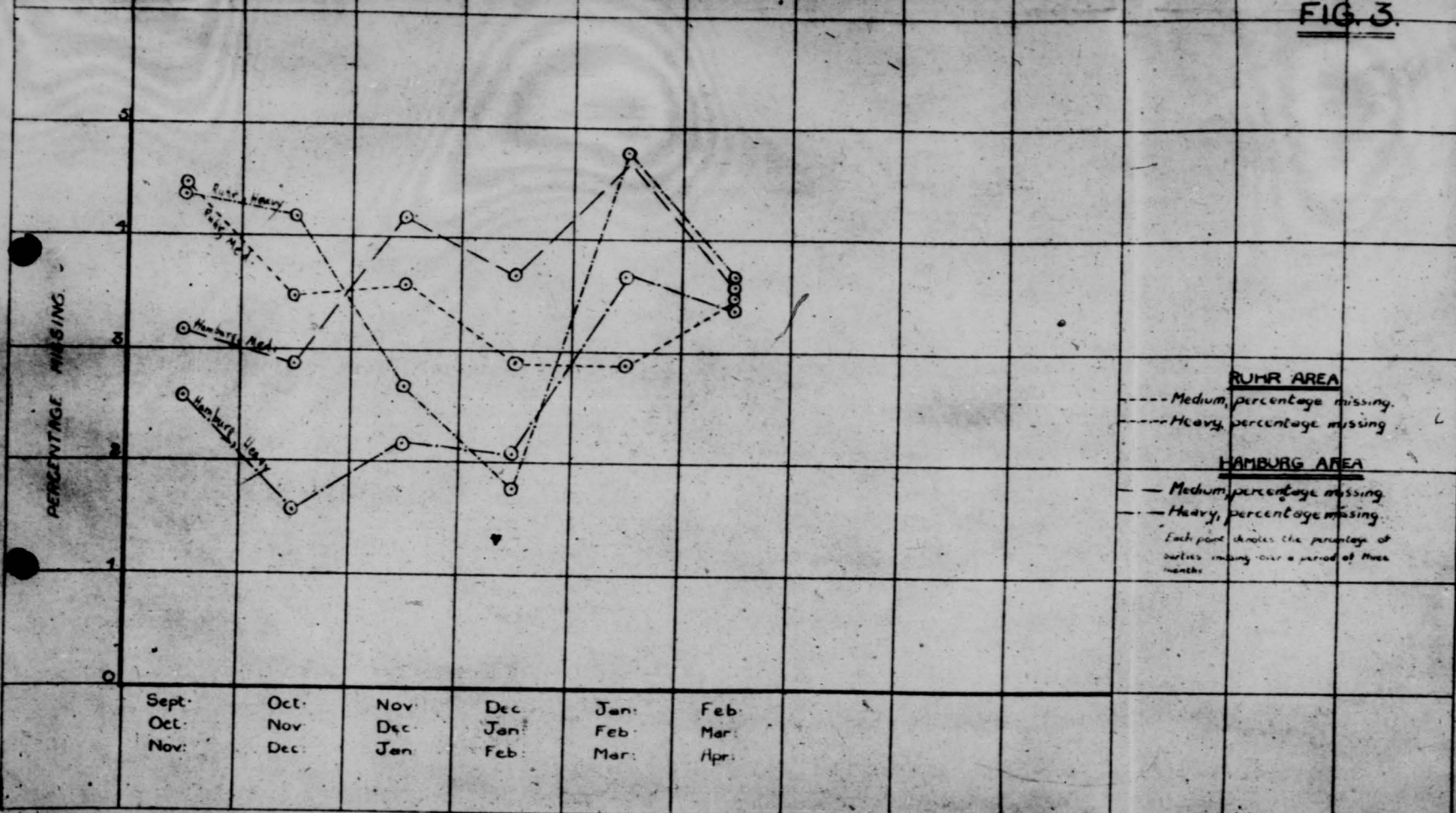
—○— French, Dutch and Belgian Coastal Towns - - - Ruhr Area - - - Hamburg Area — Total Sorties

MISSING AS PERCENTAGE OF SORTIES



LOSSES OF HEAVY AND MEDIUM BOMBERS FOR RUHR AND HAMBURG AREAS PERIODS, IN GROUPS OF THREE MONTHS, FROM SEPTEMBER 1941 — MARCH 1942

FIG. 3.



RUHR AREA
 - - - - Medium, percentage missing.
 Heavy, percentage missing.

HAMBURG AREA
 — — — — Medium, percentage missing.
 - - - - Heavy, percentage missing.

Each point denotes the percentage of bombers missing over a period of three months.

DECLASSIFIED

DDO HRS

8 Jan. & 20 June 1974

By SP-6 JAC, Date 12-12-76

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HEADQUARTERS, ARMY AIR FORCES
DIRECTOR OF INTELLIGENCE SERVICE

~~SECRET~~

By authority of
C.G. A.A.F.
For the Asst.
C. of A. S. A.S
6/23/42 ~~ASST~~
Date W.A.L.

BRITISH NIGHT BOMBER LOSSES

May 1941 - April 1942

A study based on information derived from a British Report of Night Bombing Operations, against German, French, Dutch and Belgian coastal areas.

Distribution:

- AFCAS
- AFDAS
- AFACT
- AFADS
- AFAPF
- AFIMR
- AFRFB
- AFRGS
- AFRAD
- Fighter Command Sch.
- C.G. ea. Air Force
- MIS (3)
- ONI (3)
- CGGF
- CG SOS

Army Air Force
JUL 8 1942
AMG Received

~~SECRET~~
June 23, 1942

*Noted by Maj. Fleming
File per S/PAS
9/11/42*

On AD 452.1 England (207)

~~SECRET~~

On AD 452.1 Eng. (207)

June 23, 1942.

BRITISH NIGHT BOMBER LOSSES

The following study relates to British bomber losses during night operations against targets in Germany and certain occupied countries and the principal causes advanced for such losses.

Period May 1941 - April 1942

Report No. 33 issued by the Bomber Command and dated May 20, 1942 presents some interesting graphs showing the proportions of night bombers reported missing from attacks on certain continental targets during the period May 1941 - April 1942 inclusive. These graphs indicate the total number of sorties made during each of the twelve months and the percentage of sorties missing in attacks on the following target areas: (a) French, Dutch and Belgian coastal towns, (b) Ruhr area, (c) Hamburg area, and (d) Mannheim area. The numbers of aircraft reported missing do not represent the total wastage but do include all aircraft destroyed by enemy action over enemy and enemy-occupied territory. The following results are shown by these graphs.

French, Dutch and Belgian Coastal Towns Area - Losses on the French, Dutch and Belgian coastal towns were less than those for any other targets, but there was a slight tendency for those losses to increase during March and April 1942. The losses fluctuated from .5% in May 1941 to as high as 2% in April 1942, with the average for the twelve-months period slightly above 1%.

Mannheim Area (Frankfurt, Karlsruhe, Mannheim, Nuremberg, Stuttgart) - Losses in this area fluctuated from .5% in May 1941 to as high as 3.5% in October 1941, with the average for the twelve-months period around 2%. However, in a raid by 147 aircraft in February 1942 no losses were sustained.

Ruhr Area (Aachen, Bielefeld, Bocholt, Cologne, Dortmund, Duisberg, Dusseldorf, Essen, Hamm, Huls, Krefeld, Munchen, Gladbach, Munster, Osnabruck, Schwerte, Soest) - Losses in this area were .5% in May 1941 and increased steadily to a high of 6.3% in September 1941. Since then they have varied between 3% and 4%.

Hamburg Area (Bremen, Emden, Hamburg, Kiel, Lubeck, Rostock, Wilhelmshaven) - Losses in this area have varied widely from a low of 1.5% in December 1941 to a high of 6.2% in March 1942,

with an average for the twelve-months period of around 3.5%.

Total Sorties - The overall monthly average for the total sorties over the four target areas indicated above fluctuated between 1.5% to 3.5%. It increased steadily to August 1941, remaining at about that level through November, with a sharp drop in December, January and February. In March and April 1942 it reached the previous high level of 3.5%. The overall average for the twelve-months period was around 2.8%.

Losses of Medium and Heavy Bombers - A separate graph shows the losses of medium and heavy bombers for the Hamburg and Ruhr areas for the period September 1941 to March 1942 inclusive. In the Hamburg area, the losses of medium bombers have averaged around 3.7% for the entire period, and have been consistently higher than those of the heavy bombers, by 1% to 2% in each month. For the Ruhr area, the average monthly relation of losses between medium and heavy bombers has been more erratic, but the average for the entire period has been about the same for each type, roughly 3.5%.

Discussion of Results - The following observations with respect to the foregoing results are quoted from the Bomber Command report:

- (a) The fact that our losses on Ruhr targets have increased appreciably between May and August may be explained by the introduction by the enemy of the searchlight belt.
- (b) The apparent tendency of our overall losses to increase until November and then decrease during the winter months is largely explained by the differing nature of the targets attacked during the period. There is a fall in our overall percentage losses whenever the ratio of sorties attacking the French, Belgian and Dutch Coastal towns to those attacking targets in Germany increases. It is in fact not safe to draw conclusions as to trends in overall losses without considering the nature of the targets attacked.
- (c) Our losses have not shown any significant increase during the period August to April. It would appear that our own tactical measures and the use of more powerful bombers and greater concentrations, are approximately keeping pace with any improvements in the enemy defenses.

Analysis of Bomber Losses at Night

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RJS/
GC/ MEB
20th May 1942.
BC/S.26628/ORS.

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RELEASED

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REPORT ON OPERATIONAL SORTIES FOR 24 HOUR PERIOD
ENDING 0730 HOURS 31ST MAY, 1942.

C-in-C.
S.A.S.O.
D/S.A.S.O.
A.O.T.
N.S.O.
C.I.O.
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CONTROLLER.
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FILE.....

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 - 258 Sorties.
- 4 Group.
 - 131 Halifax (99 T.R.) left to attack COLOGNE.
 - 7 Whitleys " " " COLOGNE.
 - 9 Wellingtons " " " COLOGNE.
 - 147 Sorties.
- 5 Group.
 - 73 Lancasters (59 T.R.) left to attack COLOGNE.
 - 46 Manchesters " " " COLOGNE.
 - 34 Hampdens " " " COLOGNE.
 - 153 Sorties.
- 91 Group.
 - 194 Wellingtons left to attack COLOGNE.
 - 21 Whitleys " " " COLOGNE.
 - 215 Sorties.
- 92 Group.
 - 42 Wellingtons left to attack COLOGNE.
 - 45 Hampdens " " " COLOGNE.
 - 87 Sorties.

ANALYSIS OF SORTIES.

1040 Aircraft (Including 338 Heavies) left to attack COLOGNE.
48 Aircraft " on INTRUDER.
1088 Sorties.

S E C R ~~SECRET~~

SECRET
~~CASUALTIES.~~

MISSING.

1 Group. 3 Wellingtons of 12 Sqn.
2 Wellingtons of 142 Sqn.
1 Wellington of 103 Sqn.
1 Wellington of 22 O.T.U. Wellesbourne.
7
1

2 Group. 1 Blenheim of 114 Sqn. on
VECHTA A/drome.
1 Blenheim of 13 Sqn. (Army Co-op)
on BERRY AU BAC A/drome.

3 Group. 2 Wellingtons of 101 Sqn.
2 Wellingtons of 156 Sqn.
1 Wellington of 109 Sqn.
1 Wellington of 75 Sqn.
1 Wellington of 115 Sqn.
2 Wellingtons of 9 Sqn.
1 Stirling of 214 Sqn.
1 Stirling of 218 Sqn.
3 Wellingtons of 26 O.T.U. (92 Group)
14

4 Group. 1 Halifax of 1652 Flight.
1 Halifax of 405 Sqn.
1 Halifax of 10 Sqn.
2 Wellingtons of 158 Sqn.
1 Whitley of 1502 Flight.
6

5 Group. 1 Lancaster of 61 Sqn.
2 Manchesters of 49 Sqn.
2 Manchesters of 50 Sqn.
2

91 Group. 1 Wellington of 11 O.T.U.
2 Wellingtons of 15 O.T.U.
3 Wellingtons of 22 O.T.U.
1 Wellington of 23 O.T.U.
7

92 Group. 1 Hampden of 14 O.T.U.
1 Wellington of 25 O.T.U.

CRASHED.

1 Wellington of 12 Sqn.
crashed near WEST RAYNHAM.
Crew killed.
1 Wellington of 150 Sqn.
crashed near SCAMPTON.
Crew killed.

NIL.

P.T.O.

NIL.

1 Halifax of 78 Sqn.
crashed at MARCH,
2 seriously injured,
3 slightly injured.

NIL.

NIL.

1 Hampden of 14 O.T.U.
collided with Halifax
near MARCH. 3 crew killed
1 Hampden of 14 O.T.U.
crashed HORSHAM.

SECRET
~~RELEASED~~

~~SECRET~~

RECLASSIFIED

2 killed,
1 seriously injured.
1 Wellington of 16 O.T.U. -
3 of crew baled out over sea.
Pilot landed A/c Stradishall.
1 Wellington of 16 O.T.U.
crashed landed HONINGTON.
3 of crew injured.

SUMMARY OF RESULTS.

COLOGNE.

All reports so far received indicate that the operation was a complete success. The weather was clear and the target easily identified. Good fires were started which - as reported by A.O.C. 3 Group who accompanied 218 Squadron, Marham - were visible 90 miles away. A.O.C. 3 Group said that these fires were within half a mile of the Aiming Point before heavies bombed. All Groups and the O.T.U's reported a very successful attack.

A Mosquito of 2 Group from Horsham St. Faith took off at 0400 for a visual/photo recce - went there and back in two hours, and reported an enormous pall of smoke over COLOGNE extending to 15,000 ft.

A second Mosquito took off at 0630 hours for a further reconnaissance.

Good weather at bases all night.

Squadron Leader, Ops. 2.

RECLASSIFIED

~~SECRET~~

~~SECRET~~

<u>Bombardment</u>	<u>Sorties</u>	<u>Losses</u>	<u>Percentage</u>
July to April (1941-1942)			
Night	24,422	763	3.1%
Day	2,787	184	6.6%
March to April			
Night	5,976	217	3.6%
Day	434	15	3.4%
<u>Fighter (Escort)</u>			
March to May	6,262	130	2%

Note 1. Day losses due to flack and fighters approximately 50% to each.

Note 2. Night losses, bombardment, 25% flack, 75% night fighters, operational or undetermined. Probable distribution of the 75% :
50% fighters ; 15% operational ; 10% unknown

~~SECRET~~

~~SECRET~~

AFACF
MRB:mc
7/14/42

DECLASSIFIED
EUC hrs.

By On
Date

JUL 15 1942

My dear Brill:

In regard to your letter of July 4, 1942, I am inclined to believe that the accelerated committing of the American P-40 group to the Middle East must be considered as postponing the bulk of possible P-40 allocations to the United Kingdom in June. This is the result of the limited number of P-40's available in that month.

Thirteen (13) P-40's were allocated to the United Kingdom in June and the balance of the 280 P-40's scheduled will be made available in July. General Meyers is personally following this movement of P-40's and he assures me that the flow will be continuous and that you will not find a gap in deliveries to shipside.

General Meyers further advises me that no special priorities will be required to accomplish this movement.

Sincerely yours,

By Mrs. Dahlman

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

Brill
H

*Request by
Col. [unclear]*
A

452.1 Eng
204

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
		<i>WMS</i>			<i>WMS</i>					

~~SECRET~~

Coordinated by
Maj Com (S/E 14)
Air 452.1 Eng 204

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

AIR STAFF

U. S. CONFIDENTIAL
BRITISH SECRET

DECLASSIFIED

4th July 1942.

Re: *See memo 2 Jul 42*
**See J.C. Data 10/10/42*

My dear Arnold,

I should be very grateful if you could give your attention to the attached memorandum on British Kittyhawk deliveries in June and July which shows that a very critical and potentially dangerous situation has risen in connection with the supply of Kittyhawks to the Middle East during these two months.

You will remember that the Air Agreement provided for allotment to the British of 100 Kittyhawks in June and 150 in July while at the same time it provided for the despatch of U.S. P.40 Group to be operational in Egypt by the 1st September. It was understood that the aircraft and crews of this Group would have to leave at some date in July by aircraft carrier or sea train. There can be no question therefore that the Agreement contemplated the allocation of 250 Kittyhawks to British units in the Middle East during June and July as well as the concurrent despatch of the first U.S. Pursuit Group to that theatre.

Almost simultaneous with the conclusion of the Agreement you took steps most welcome to us to accelerate the despatch of your Pursuit Group and, in fact, I understand that the aircraft and crews have already sailed. This measure of acceleration has, however, had unfortunate repercussions on the British deliveries of Kittyhawks and you will see from the attached report that none of the hundred allocated to us in June has yet been received. In consequence the shipment of replacement Kittyhawks to the Middle East has ceased from June 16th when the last of the late May deliveries was sailed. This has occurred in spite of the fact that we were assured on the 23rd June that the agreed deliveries would continue.

I feel sure that you will agree that the intense fighting now taking place in the M.E. and the despatch to that theatre of U.S. formations makes it more than ever urgent that shipments of replacement aircraft to Egypt shall continue on an adequate scale and without interruption. The break in these shipments resulting from the diversion of British deliveries to accelerate the despatch of U.S. reinforcements may have been inevitable, but it is obviously urgent to see that shipments recommence immediately and for this reason we welcome General Meyers instructions to Wright Field ensuring the delivery to us of 250 Kittyhawks in July in a steady and regular flow to dockside.

Lieutenant General H.H. Arnold,
Commanding General,
U.S. Army Air Forces,
War Department,
Washington, D.C.

/It occurs

See memo 2 Jul 42

Air 24452.1 Eng 30

RECLASSIFIED

It occurs to me, however, from our discussions in the J.A.C. yesterday that there may be some continuing tightness in the output of Kittyhawks resulting from shortage of instruments. If that is so, I suggest that there is justification for putting into immediate effect the arrangements agreed at yesterday's meeting for the temporary variation of scheduled priorities in order to meet the needs of the strategical situation. In short, I would urge that instructions be given for the delivery of instruments to ensure that Kittyhawk output shall be adequate to make available to the British 250 Kittyhawks in July and 50 in August, plus such additions as you may consider essential for the maintenance of the P.40 Group which you have just despatched to the Middle East. I would urge that this action should be taken without waiting for the general review of scheduled priorities which is due in the light of the new instructions. In order to comply with the procedure agreed yesterday I am addressing a note to the Recorder of the J.A.C. asking that the variation in favour of the P.40's may be immediately made.

If this action can be taken and the delivery of Kittyhawks up to the totals that I have suggested can be recommenced at once the effect of the cessation of shipments over the last three weeks may not be dangerous. If, however, shipments cannot be recommenced within the next few days, we might have to take up the question of some further deliveries by air in order to keep the Middle East going. For replacement purposes, however, a regular flow of shipments is preferable and I hope sincerely that it will be found possible to recommence this sufficiently soon to make these extra air deliveries unnecessary.

Yours sincerely,

D.C.S. Evill

D.C.S. EVILL
Air Marshal

RECLASSIFIED

KITTYHAWK DELIVERIES

Under the A/T/P Agreement, dated 21st June, 100 Kittyhawks were allocated to us for delivery in June and 150 in July.

2. On the 23rd of June Wing Commander Storrar ascertained from Major Newhall, Materiel Division, that necessary instructions for the aforementioned deliveries had been issued to Wright Field, and that although certain necessary instruments were in short supply arrangements had been made to provide the instruments necessary to meet our Kittyhawk allocations which, in fact, might exceed the 100 scheduled for June delivery.

3. In practice, however, no Kittyhawks were delivered to us in June, with the result that since June 16th none has been allocated to ships and there will be a consequent break in the flow to Middle East. Those shipped in the first half of June were from May allocations.

4. This matter was taken up with General Meyers on July 3rd. He stated that 13 had been allocated to the British in June but neither the Aircraft Production or Shipping Departments of B.A.C. have been informed of this allotment and no Kittyhawks were actually received in June, other than late deliveries from May assignments.

5. After speaking to Wright Field General Meyers stated that 77 of the Kittyhawks which should have been allocated to us in June were used to equip or re-equip the American fighter group being despatched at an early date to Middle East by carrier to West Africa and thence by the Trans-African route.

6. General Meyers then discussed with Colonel Vandenberg whether the 77 Kittyhawks diverted for the American fighter group were to be deducted from American or British allocations or from both. It was pointed out to him that the despatch of this group to Middle East was covered in Annex B of the A/T/P Agreement and that its departure now was merely an acceleration of the planned programme. The aircraft requirements for this group presumably have been taken into consideration in allotments of Kittyhawks to U.S.A.A.F under the revised agreement. General Meyers promised to clear this point and, pending its settlement, instructed Wright Field to deliver 250 Kittyhawks to us this month in a steady and regular flow to dockside.

~~SECRET~~
UNCLASSIFIED

DECLASSIFIED
DDO 076
8 Jan 63 June 1974
By: SIM-66-50; Date: 10-12-74

June 26, 1942

Air Vice-Marshal J. C. Slessor,
Air Ministry,
Whitehall,
London, England

My dear Slessor:

This is to confirm the agreements mentioned in your letter dated June 21, 1942.

Specifically, I agree that: "Allocations to meet attrition in squadrons operational on United States aircraft after April 1943, shall not be altered in less than three months from the date on which notice is given by either the United States or British Governments that it is desired to review them."

In reference to the last sentence of paragraph 7 of the agreement, I appreciate your statement "that the production in Canada of aircraft of British types was created primarily to meet the requirements of the RAF."

Sincerely,

Dispatched *by pouch*
JUN 26 1942
AAG *File*

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

452.1 England
203

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

~~SECRET~~
UNCLASSIFIED

DECLASSIFIED
DDO hrs

8 Jan. & 20 June 1974

By ALC/OC LC: Date 10-12-76

~~SECRET~~

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES

WASHINGTON

SECRET	
BY AUTHORITY OF THE CHIEF OF HEADQUARTERS	
DATE	INITIALS

June 22, 1942

*in memory
of
John...*

Air Vice-Marshal J. C. Slessor,
C.C.R. Building (Public Health),
Washington, D. C.

My dear Slessor:

This is to confirm the agreements mentioned in your letter dated June 21, 1942.

Specifically, I agree that: "Allocations to meet attrition in squadrons operational on United States aircraft after April 1943 shall not be altered in less than three months from the date on which notice is given by either the United States or British Governments that it is desired to review them."

In reference to the last sentence of paragraph 7 of the agreement, I appreciate your statement "that the production in Canada of aircraft of British types was created primarily to meet the requirements of the RAF."

H. H. H. H. H.

*VA
0813*

*All
with complete "kill"
signed
agreement*

*Col. Vandenberg
notified*

FOR DEFENSE



BUY
UNITED
STATES
SAVINGS
BONDS

~~SECRET~~

SECRET

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

BR. SECRET
U. S. SECRET

AIR STAFF

DECLASSIFIED

BY SP-5 J. S. [unclear] 2 Jan 75
DATE 10/10/10

21st June, 1942.

My dear General,

At our meeting yesterday we decided to exchange letters of agreement concerning certain clauses in the Memorandum of Agreement between you, Admiral Towers and Air Chief Marshal Portal.

1. With reference to paragraph 3, last sentence. In order to avoid the serious dislocation that inevitably follows a sudden revision of allocations, we agreed that allocations to meet attrition in squadrons operational on U.S. aircraft after April 1943 shall not be altered in less than 3 months from the date on which notice is given by either the U.S. or British Government that it is desired to review them.

2. With reference to the last sentence of paragraph 7, Air Chief Marshal Portal undertakes that the British will not bid for combat aircraft of British or Australian types made in Australia for use in other theatres. I understand that you will recognise that the production in Canada of aircraft of British types was created primarily to meet the requirements of the R.A.F.

Would you be so good as to confirm that this was what was agreed.

I have sent a copy of this letter to Admiral Towers.

Yours very truly

J.C. Slessor
Air Vice-Marshal,

Lt. Gen. H.H. Arnold,
Commanding General,
Army Air Forces,
War Department.

DECLASSIFIED

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

TOP SECRET
U. S. SECRET

AIR STAFF

21st June, 1942.

My dear General,

I have now received the agreement of the Chief of the Air Staff to all the amendments we agreed yesterday, and I enclose herewith 5 copies of the agreement in final form.

Air Chief Marshal Portal wishes me to bring two points to your attention when signing this agreement.

1. In view of the urgent importance of getting the agreement settled with no further delay, he has not pressed that the issue shall be complicated by the present status of U.N.A.F./8. The agreement now makes clear the procedure and responsibility for meeting Dominion requirements. But it does not commit either the British Chiefs of Staff or the Dominion Governments to agreement with the provision made for the Dominions in U.N.A.F./8. The machinery of the Combined Chiefs of Staff will still allow either the British Chiefs of Staff or the Dominion Governments to make representations on this point.

2. We were surprised to learn yesterday from General Somervell that when he was in London arrangements were made with the War Office to supply the necessary troop and cargo ships for the movement of six pursuit, two light and one medium group of aircraft to Egypt in lieu of an equal number of British formations. The C.A.S. has not yet been able to get in touch with the Director of Movements at the War Office; but points out that this can not have been a formal undertaking since the Air Ministry, who of course are represented on the Joint Shipping Board, had heard nothing of it. He points out also that this arrangement would not involve the same amount of shipping whether the units concerned are American or British, because we have at this moment in the Middle East 18½ squadrons without aircraft, including 5 fighter and 5 light bomber squadrons. There would thus be no question of our having to ship out personnel until these squadrons are equipped.

Lt. Gen. H.H. Arnold,
Commanding General,
Army Air Forces.

TOP SECRET

UNCLASSIFIED

However, the main thing is to get the agreement settled and your units and the aircraft for us on their way at the earliest possible moment. The C.A.S. therefore accepts General Somervell's assurance that the units can in fact be transported to the appropriate theatres by the dates shown.

I have sent a copy of this letter to Admiral Towers.

Yours sincerely

J.C. Slessor

J.C. Slessor,
Air Vice-Marshal.

UNCLASSIFIED

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

~~SECRET~~

DECLASSIFIED

DDO HRS

8 Jan. & 20 June 1974

By AG/CG / AG, Date 10-12-76

DECLASSIFIED

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

File No. _____

Tally No. AAP _____

SUBJECT: Reassignment of P-39's at Manchester.

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	A-3	1942 6/25	<p>What are you going to do with the 100 P-39's at Manchester that are becoming available today for reassignment? These airplanes must be utilized immediately for some purpose and not stand at Manchester unused.</p> <p style="text-align: right;"><i>W.H.A.</i></p>
2	A-3	General Arnold	6-26	<p>1. These P-39's start moving to the West Coast tomorrow (Saturday). I am assured, by the Director of Military Requirements that the entire move will be completed before the end of next week.</p> <p>2. These airplanes are to be used for one of the "amoeba" groups that will emerge from one of the West Coast P-38 Groups. This movement has been coordinated with the Director of Air Defense and conforms to his plan of forming units for BOLERO.</p> <p style="text-align: right;">AFAC HSV:meh H.S.V. AFAC</p>
3.	<i>Gen Arnold</i>	<i>oas</i>	<i>6/27/42</i>	<p><i>Notes</i> <i>(DNB)</i></p>

noted file
W J F

~~SECRET~~

(Do not use reverse side)

F-4071, AF, Rev. 8/14/41

10452.1 Eng. (202)

HENRY HARLEY ARNOLD

Box 125 Folder 2

MILITARY

DECIMAL

SAS 452.1 England
(281-367)

UNCLASSIFIED
DOD IIR
8 JUN 80
BY: *awc* Date: 10/14/76
JCS Memo

~~SECRET~~

~~RELINQUISH~~

AAK

DECLASSIFIED

DDO 015

8 Jan 8 2013

By A-1/06-10/Doc 19-027-76

17 JUN 1944

Air Marshal W. L. Welsh
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D. C.

Dear Freddie:

Thank you for your letter of June 9 with reference to Mosquito aircraft for the Army Air Forces.

I am glad to know that our bid for the P.K. aircraft can be met.

As regards night fighters for the MAAF, I feel that we should have a schedule of the proposed allocation by the RAF to the Mediterranean Theatre and would like you to ask Courtney to provide us with this schedule in order that our planning people will have some idea of what is going to take place.

A new high priority requirement for Mosquito night fighters has been cabled us by the 9th Air Force. The 9th Air Force has three night fighter squadrons, presently being equipped with P-61's, all are committed to the defense of our installations on the Continent. Tests of this airplane in the U. K. indicate that it will not be a satisfactory night fighter against the German night bombers, because of speed limitations and some time will elapse before modifications will sufficiently improve its performance. The 9th Air Force with a little more than half again as many aircraft as the RAF Expeditionary Air Force, has only three night fighter squadrons while the RAF has 6 night fighter squadrons and two additional as reserve in the AEGIS. In addition to these eight squadrons, the Metropolitan Air Force has thirteen night fighter squadrons. I feel that the air units engaged in support of our expeditionary forces should have the best equipment available and that the USAAF squadrons charged with the defense of our installations on the Continent should be equipped with Mosquito night fighters until such time as the P-61 has been improved.

Therefore, I wish to place a bid on behalf of the Army Air Forces for 60 additional of the latest type of Mosquito night fighters for equipping and maintaining during the last six months of 1944 two of the three AAF squadrons in the Allied Expeditionary Air Force. This

SA 4521
328

~~SECRET~~

Copy for Gen. Giles

SECRET

in my opinion is deserving of a priority higher than that accorded RAF squadrons assigned to the ADCB. An analysis of this requirement is as follows:

- 24 airplanes for 2 squadrons
- 12 airplanes for reserves for 2 squadrons
- 24 airplanes for attrition for 6 months at the rate of 2 per squadron per month
- 60 Total airplanes.

Sincerely yours,

Signed

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

17 JUN 1944
RAG

SECRET

201 4521 Copy (367) 10

DECLASSIFIED

DD Form

6 Jan 63 (Rev 1954)

By 11/1/80 JG Date 10/12/76

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

AIR STAFF

9th June, 1944

My dear Barney,

I have now had a reply from Courtney to the request for Mosquitos contained in your letter dated 25th May.

As regards night fighters he considers that ultimate distribution of whatever quantity is available for the M.A.A.F. should be left to Eaker and that it would be wrong to tie his hands by making specific allocations either to the U.S.A.A.F. or R.A.F. squadrons under his command. I understand his present intention is to re-equip, alternately, one of each until all are completed and although it seems unlikely that more than four will be re-equipped by December I know that Courtney will provide as many aircraft as is consistent with necessary maintenance of the U.K. night fighter squadrons. I think you will agree that it is best to leave this matter to Eaker's discretion.

Your bid for 42 P.R. Mosquitos in the second half of this year and for 36 in the first half of next year can be met, and this letter constitutes acceptance of the commitment.

Yours sincerely,

/s/ Freddie

W. L. Welsh
Air Marshal.

Lieutenant General Barney M. Giles,
Chief of the Air Staff,
U. S. Army Air Forces,
Room 3-E-1007
Pentagon Building.

SECRET

DECLASSIFIED
DDO USE
13 Jan. & 20 June 1974
By ALM / RG / G. Date: 10-12-74

~~SECRET~~

AFRAL/GWY/Lm/74381
Wrtm: 5/26/44
Rm 3D 1040

27 MAY 1944

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Estimated Status of Aircraft and Crews in the U.K. on 15 June 1944.

1. For your information, the estimated status of aircraft and crews in U.K. as of 15 June 1944 is shown below.

a. Aircraft.

Type	Authorized Strength			Estimated Inventory 15 Jun 44	Overage
	U.K.	Reserve	Total		
Heavy Bombers	1980	990	2970	3183	213
Med. & Light	627	319	946	1186	240
Fighters	2475	1188	3663	3720	57
Recon.**	170	85	255	312	57
Troop Carrier*	896	224	1120	1392	272

b. Crews.

Type	Authorized Strength			Estimated Inventory 15 Jun 44	Overage
	U.K.	Reserve	Total		
Heavy Bombers	1980	1980	3960	3341	-619
Med. & Light	616	308	924	1048	124
Fighters	2376	1188	3564	4825	1061
Recon.**	174	86	260	275	15
Troop Carrier*	896	896	1792	1046	-746

* OCS commitment is for 986 aircraft and crews for AAF Troop Carrier units.

** Reduced T/O.

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

SAS 452.1 England
FOR CHIEF OF AIR STAFF

5C-667

~~SECRET~~

208 452.1 England (368)

DECLASSIFIED
DOD IHS
8 Jan. & 20 June 1974
By ALM/BG/LC Date 11-12-76

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

AIR STAFF

21st June, 1944

Gen. Lumsden
to file
Noted

CONFIDENTIAL

U.S. General Barney M. Giles
Chief of the Air Staff
U.S. Army Air Forces
Room 3-E-1007
Pentagon Bldg.

My Dear *Barney*

This will answer your letter of June 17th. I have forwarded your bid for the 60 extra Mosquito Nightfighters to Courtney and will let you know his reactions. I quite see the necessity for getting an improved type into your squadrons as early as possible but I am not certain if your arguments regarding the strategical aspects are entirely sound.

It is true that we have a large number of Nightfighters in the R.A.F. A.D.G.B. but the A.D.G.B. is a command within the A.E.F. and these squadrons can, when circumstances permit, be transferred from the A.D.G.B. to the continent. It is true that their number is considerably in excess of those in the 9th Air Force but then again they are required to defend the whole of U.K., points of embarkation of our forces for the continent, communications, factories, etc., all over the country.

I have no doubt that when the final effect of air attack on U.K. has been reduced materially, these squadrons will be deployed differently.

Yours sincerely,

W. L. Welsh

W. L. Welsh
Air Marshal

DECLASSIFIED

File
W. L. Welsh

Add 452-1 Eng. (367) B

65452-1 Eng. (367) B

DECLASSIFIED

DD FORM 1

1 JAN 4 1950

By ALM/RC (at) DDO (at) 10 (at) 12 (at) 74

17 JUN 1944

Air Marshal W. L. Welsh
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D. C.

Dear Freddie:

Thank you for your letter of June 9 with reference to Mosquito aircraft for the Army Air Forces.

I am glad to know that our bid for the P.O. aircraft can be met.

As regards night fighters for the MAAF, I feel that we should have a schedule of the proposed allocation by the RAF to the Mediterranean Theatre and would like you to ask Courtney to provide us with this schedule in order that our planning people will have some idea of what is going to take place.

A new high priority requirement for Mosquito night fighters has been cabled us by the 9th Air Force. The 9th Air Force has three night fighter squadrons, presently being equipped with P-61's, all are committed to the defense of our installations on the Continent. Tests of this airplane in the U. S. indicate that it will not be a satisfactory night fighter against the German night bombers, because of speed limitations and some time will elapse before modifications will sufficiently improve its performance. The 9th Air Force with a little more than half again as many aircraft as the RAF Expeditionary Air Force, has only these three night fighter squadrons while the RAF has 8 night fighter squadrons and two additional as reserve in the AEGIS. In addition to these eight squadrons, the Metropolitan Air Force has thirteen night fighter squadrons. I feel that the air units engaged in support of our expeditionary forces should have the best equipment available and that the USAAF squadrons charged with the defense of our installations on the Continent should be equipped with Mosquito night fighters until such time as the P-61 has been improved.

Therefore, I wish to place a bid on behalf of the Army Air Forces for 60 additional of the latest type of Mosquito night fighters for equipping and maintaining during the last six months of 1944 two of the three AAF squadrons in the Allied Expeditionary Air Force. This

Coyne Air A.S.

~~SECRET~~

in my opinion is deserving of a priority higher than that accorded
RAF squadrons assigned to the AOB. An analysis of this requirement
is as follows:

- 24 airplanes for 2 squadrons
- 12 airplanes for reserves for 2 squadrons
- 24 airplanes for attrition for 6 months at the rate of 2 per
squadron per month
- 60 Total airplanes.

Sincerely yours,

SIGNED

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

~~SECRET~~

Sub 7521
367 68

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

SECRET

DECLASSIFIED
DDI 105

8 Jan 6 20 June 1974

By A-1/RG/JC Date 06-10-74

AIR STAFF

9th June, 1944

My dear Barney,

I have now had a reply from Courtney to the request for Mosquitoes contained in your letter dated 28th May.

As regards night fighters he considers that ultimate distribution of whatever quantity is available for the M.A.A.F. should be left to Baker and that it would be wrong to tie his hands by making specific allocations either to the U.S.A.A.F. or R.A.F. squadrons under his command. I understand his present intention is to re-equip, alternately, one of each until all are completed and although it seems unlikely that more than four will be re-equipped by December I know that Courtney will provide as many aircraft as is consistent with necessary maintenance of the U.K. night fighter squadrons. I think you will agree that it is best to leave this matter to Baker's discretion.

Your bid for 42 P.R. Mosquitoes in the second half of this year and for 56 in the first half of next year can be met, and this letter constitutes acceptance of the commitment.

Yours sincerely,

/s/ Freddie

W. L. Welsh
Air Marshal.

Lieutenant General Barney M. Giles,
Chief of the Air Staff,
U. S. Army Air Forces,
Room 2-4-1007
Pentagon Building.

SECRET

DECLASSIFIED

DD-895
8 Jan. & 28 June 1974

By 96N/CG AC, DOWNS-12-74

~~SECRET~~
RELEASED

Mosquito Night Fighters for the 9th Air Force.

Chief of the Air Staff

16 Jun 44

AC/AS, Plans

1
WMB/hmh/74055

The inclosed draft of letter to Air Marshal W. L. Welsh has been prepared for your signature.

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

Incls:

- Draft ltr to A/M Welsh.
- Ltr fm A/M Welsh dtd 9 Jun 44.
- CM-IN-10442 (13 Jun 44)
- CM-OUT-50840 (14 Jun 44)

~~SECRET~~

DECLASSIFIED

DD Form 1

6 Jan. & 20 June 1974

By SP-4 JAC Date 12-12-76

SECRET

AFMEX/MAJ/Lt/74055
with 23 May 44

26 MAY 1944

Air Marshal W. L. Welsh
British Joint Staff Mission
Offices of the Combined Chiefs of Staff
Washington, D. C.

Dear Freddie:

At the time of our conversations last January, an agreement was reached in regard to Mosquito Aircraft required by the U. S. Army Air Forces for the period 1 January 1944 - 30 June 1944, and a tentative agreement made for the period 1 July 1944 - 31 December 1944. These agreements were made a part of CCS 495.

Due to the production of Mosquito night fighters and the need for this type aircraft in the United Kingdom, no deliveries have actually been made to our squadrons in the Mediterranean. These squadrons are still operating on B-24's that are far from satisfactory. The P.R. Mosquitos have been delivered on a reasonably satisfactory schedule.

Our requirement for night fighters still remains, and I should like to submit a bid for their supply to our squadrons and reaffirm our agreements as regards the delivery of the P.R. type as follows:

- a. Mosquito Night Fighters
 - Period 1 July 1944 - 31 December 1944 - 90.
 - Period 1 January 1945 - 30 June 1945 - 36.
- b. P.R. Mosquitos
 - Period 1 July 1944 - 31 December 1944 - 42*.
 - Period 1 January 1945 - 30 June 1945 - 36.

*Plus any undelivered portion of the 60 scheduled for delivery in the first six months of 1944.

I should appreciate your submitting this bid on our behalf to Air Chief Marshal Portal and using your best efforts to obtain a commitment to meet this requirement in full.

Sincerely yours,

Signed

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

125000091
25 MAY 1944

FILE *u*

SECRET

Cy to: Air AG

LAL 452.1 Engin (367)

LAL 452.1 Engin (367)

~~SECRET~~
DECLASSIFIED

By AW/3612/DA/1-76

na
17 JUN 1944

Air Marshal W. L. Welsh
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D. C.

Dear Freddie:

Thank you for your letter of June 9 with reference to Mosquito aircraft for the Army Air Forces.

I am glad to know that our bid for the P.R. aircraft can be met.

As regards night fighters for the MAAP, I feel that we should have a schedule of the proposed allocation by the RAF to the Mediterranean Theatre and would like you to ask Courtney to provide us with this schedule in order that our planning people will have some idea of what is going to take place.

A new high priority requirement for Mosquito night fighters has been cabled us by the 9th Air Force. The 9th Air Force has three night fighter squadrons, presently being equipped with P-61's, all are committed to the defense of our installations on the Continent. Tests of this airplane in the U. K. indicate that it will not be a satisfactory night fighter against the German night bombers, because of speed limitations and some time will elapse before modifications will sufficiently improve its performance. The 9th Air Force with a little more than half again as many aircraft as the RAF Expeditionary Air Force, has only three night fighter squadrons while the RAF has 8 night fighter squadrons and two additional as reserve in the ADCS. In addition to these eight squadrons, the Metropolitan Air Force has thirteen night fighter squadrons. I feel that the air units engaged in support of our expeditionary forces should have the best equipment available and that the USAAF squadrons charged with the defense of our installations on the Continent should be equipped with Mosquito night fighters until such time as the P-61 has been improved.

Therefore, I wish to place a bid on behalf of the Army Air Forces for 60 additional of the latest type of Mosquito night fighters for equipping and maintaining during the last six months of 1944 two of the three AAF squadrons in the Allied Expeditionary Air Force. This

~~SECRET~~
Copy for Gen. Giles

~~SECRET~~

in my opinion is deserving of a priority higher than that accorded RAF squadrons assigned to the AOCB. An analysis of this requirement is as follows:

24 airplanes for 2 squadrons
12 airplanes for reserve for 2 squadrons
24 airplanes for attrition for 6 months at the rate of 2 per
squadron per month
60 Total airplanes.

Sincerely yours,

Signed

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

17 JUN 1945
RRJ

~~SECRET~~

204 4521 Eng. (267) 10

SECRET

DECLASSIFIED
DDO Ins.
9 Jan. & 20 June 1976
By DAW/SC/AC/Doc 12-12-76

Resupply Airplanes for the U.S.A.A.F.

Chief of the Air Staff

23 May 1944

AS/AS, Plans

1
WAS/AS/TAS/30

Attached letter to Air Marshal Walsh has been prepared for your signature.

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

Encl -
copy 4 air

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SR 457.10000 (20)

DECLASSIFIED

DDO hrs

8 Jan. & 20 June 1974

By ADM (SG) JC. DAN. 12-11-74

DECLASSIFIED

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Maj Stebbins/hn/5132

30 May 44

CAS

807 81 1944

MEMORANDUM FOR CHIEF OF THE AIR STAFF:

Subject: Plan for Emergency Increase in UK Air Strength

1. The situation here contemplated for planning purposes is an emergency requirement for additional airplanes and crews for UK on extremely short notice. In support of large amphibious and land operations, where distances are short and where our entire Air Force may be subjected to heavy and sustained ground force fire, we can expect:

a. A large increase in battle damage due to ground fire - particularly in fighters, medium bombers, and troop carriers.

b. An increase for short periods in sortie rate of 100 percent or more for fighters, bombers, reconnaissance, and troop carriers.

2. Our plan to meet (during June or July) various situations which might arise is as follows:

a. To get 480 heavy bombers and 250 crews to UK in two weeks:

(1) Bombers:

<u>Number</u>	<u>Model</u>	<u>Diverted From</u>
150	B-24	Current North Africa replacements
50	B-24	Current Pacific & CBI replacements
50	B-17	Current North Africa replacements
<u>200</u>	<u>B-17</u>	Recent deliveries to training establishments and factory production
480	Total	

(2) Crews:

Two hundred and fifty crews could be diverted with the 200 replacement aircraft diverted. Ferrying of the other 200 aircraft could be accomplished by 50 crews scheduled for water shipment to the theater, 50 crews from those undergoing special training at Langley, and the balance by Air Transport Command.

Add 452.1
Eng. (366)

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b. To get 500 fighters and 300 crews to UK within 30 days:

(1) Fighters:

Number	Model	NA	Diverted From		
			So Pac & South Pac	SEA	INA
220	P-38	20	30	35	135
175	P-47	60	15		100
105	P-51	30		25	50
500	Totals	110	45	60	285

(2) Crews:

Three hundred additional fighter crews could be made available at any time by withdrawing pilots with 60-80 hours from the training Air Forces.

c. To get 200 medium bombers and 200 crews to UK within two weeks:

(1) Medium Bombers:

Number	Model	Diverted From
Up to 200	B-26	North Africa

Note: Total B-26 production is about 80 aircraft and 100 crews per month.

(2) Crews:

Two hundred additional B-26 crews could be made available by diverting units and replacement crews from North Africa.

d. To get 100 C-47's and 100 crews to UK within two weeks:

(1) Troop Carriers:

One hundred C-47 aircraft for the 1st Combat Cargo Group could be diverted. These airplanes are scheduled for delivery to Bess Field in June.

(2) Crews:

Fifty C-47 crews could be diverted from scheduled replacements to other theaters, principally North

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Africa and Southwest Pacific. The remaining 50 could be obtained from the 149th Group, which is being inactivated to form an additional Troop Carrier RTU.

3. Comments:

a. The cost to other Air Forces, other operations, and our training establishments of diversions necessary to accomplish the foregoing will be heavy.

b. The limiting factor is not likely to be availability of aircraft or crews, but the capacity of the POE's and ferrying routes. The normal capacity of the Northern Route is approximately 1,500 aircraft a month, or 50 per day. This is approximately the present extent of traffic. For a limited period of two or three weeks, the flow over the Northern Route might be stepped up to 90 a day, but such a flow probably could not be maintained. This increase over the Northern Route would practically eliminate the Newfoundland Asores Route, due to the congestion at Gander. The Bermuda Asores Route could accommodate about 25 long-range aircraft a day. Not more than about 10 additional aircraft a day could be delivered over the Southern Route. The average time to negotiate this route is about 12 days.

c. The lengths of time indicated in paragraph 2 are believed to be the minimum practicable for completion of the various deliveries. The 30-day period for fighters is based on water delivery, past experience indicating that ferrying of fighters across the Atlantic would not save time. Carriers would, of course, be used to the extent they could be made available at the time the emergency arose. Seven carriers could probably move all 500 fighters and if obtained would reduce the 30day period to two weeks.

4. Request approval in principle of the foregoing plans.

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

DECLASSIFIED

*File
a, June 44*

Sas 4521 Eng. (366)

DECLASSIFIED
DDO 105

8 Jan. & 20 June 1974

By Adm / 961C, Dec 16, 74

AFMMP-4E

*Adm's W. Marshall
Ex. 74303*

CONFIDENTIAL

24 May 1944

Honorable Adolf A. Borie Jr.
Assistant Secretary of State

Dear Mr. Borie:

Thank you for bringing to our attention the British interest in C-54 aircraft which they plan to assign later for operations in the British Overseas Airways Corporation.

For your information all C-54 aircraft being produced in the United States during 1944 are allocated only to the Army and to the Navy, with the exception of one airplane to the British. Furthermore, the stated U.S. military requirements for 1944 are considerably in excess of available production. As far as we can foresee at this time, the Army and Navy requirements for C-54's will continue to exceed production during the first six months of 1945. Beyond this period the military requirements are not firm. It is also anticipated that the Army will have a definite need for the few Lockheed Constellations being produced during this same period.

In view of the above, I believe I can assure you that the Army is in no position to release any C-54 or Constellation aircraft to any of the United Nations in 1944, and it is doubtful if any will be available in the first six months of 1945.

As you are aware the Army is returning a few DC-3 type aircraft back to the U.S. domestic airlines at this time, but as yet has made no plans for the release of C-54's; although this may be a matter for future consideration.

Please let me know if there is any additional information which you may require on this subject.

Sincerely yours,

(Signed) ROBERT A. LOVETT

ROBERT A. LOVETT
Assistant Secretary of War for Air

DISPATCHED

MAY 26 1944

ASSISTANT SECRETARY OF WAR
FOR AIR

~~CONFIDENTIAL~~

SAS 4524 England

COPY TO: COMMANDING GENERAL, ARMY AIR FORCES

JAS 4521 England
(369)

(369)

C
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Y

DEPARTMENT OF STATE

WASHINGTON

In reply refer to
AD

RELEASSED

May 17, 1944

My dear Mr. Lovett:

We have heard from the Embassy in London that British Overseas Airways is putting pressure on the British Government to procure for them some of our C54 transport aircraft. They realize, of course, that these will not be allotted directly to the British company for commercial operation, but they hope that they may be made available to the British military for air transport service and that sooner or later they will be turned over by the military to BOAC for commercial operation.

I am inclined to think that we would be making a serious mistake if we turned over any C54s or Constellations, if the latter should be asked for, to the British until after we have reached a fully satisfactory agreement with them on the subject of post-war aviation, implemented if possible through an international convention either bilateral or better still multi-lateral following an international conference.

I do not mean by this suggestion to go back on various statements which have been made to the British to the effect that we did not intend to use our privileged position with respect to long-range transport aircraft to hamper the development of British aviation after the war. I think we should treat them with the utmost fairness and not take any undue advantage, but I think we are justified in being sure that we are going to receive equally fair treatment in return.

Sincerely yours,

/s/ A. A. Berle Jr.
Adolf A. Berle, Jr.
Assistant Secretary

The Honorable
Robert A. Lovett,
Assistant Secretary of War for Air,
War Department.

RELEASSED

File
5/25/44

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DOO IIR
8 Jan & 20 June 1974
By ALM/SG JC Data 10-1-76

18 MAY 1944

Air Marshal W. L. Walsh
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D. C.

Dear Freddie:

The Royal Air Force statement of aircraft requirements contained in your letter of 24 April 1944 has been studied by my Staff and since requirements of all forces are now in I am prepared to discuss the subject with you.

I suggest we meet in my office at 2:00 P.M., 16th May. If not convenient with you, will you please advise me.

Yours sincerely,

Signed

Dispatched
13 MAY 1944
AGB

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

RAF 452.1 England (365)

DECLASSIFIED
CONFIDENTIAL

FILE

RAF 452.1 England (365)

Classification changed to
SECRET by Authority
of CG AWP

5/23/44

~~CONFIDENTIAL~~
SECRET

DECLASSIFIED
EOD 105

8 Jan. & 29 June 1974

By: ~~ACJ/EG~~ J.C. Date: 12-12-76

452.1 England

TO: Deputy Chief of Air Staff
FROM: Assistant Chief of Air Staff, OCS&R

Date 11 May 1944

Comment No. 2
DE/ab 6356

1. Shipping instructions on subject airplanes were issued under date of 19 February 1944. Further special instructions for the expeditions staging and movement of subject aircraft were issued to Commanding General, Air Transport Command, 2 March 1944.

2. Paragraph 2 of Comment 1 will be complied with.

2 Incls.

Incl 1 - Ltr to CG ATC - Staging & Movement of
std 2 March 44 Proj 9265SR

Incl 2 - Ltr to ADO - Add S/I on B-25J Acft
for Feb. std 19 Feb. 44

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

Coordination

AFSC
AFSA

~~SECRET~~
CONFIDENTIAL

*File
17 May 44*
452.1 Eng [364]

364

Classification changed to
SECRET by Authority
of CG AAF

DECLASSIFIED
LDD rts

8 Jan. & 20 June 1974

By SP-1/SG-1C, Date 10-1-87

5/11/44 Airplane for General Eisenhower

TO: Assistant Chief of Air Staff, OC&R

Date 11 May 1944

FROM: Deputy Chief of Air Staff

Comment No. 1
WMK/eva/5265

1. It is directed that B-25J, serial number 43-4030, be allocated to the Strategic Air Force and your office arrange to have this airplane delivered by ATC to General Spaatz for General Eisenhower without delay. This airplane is available at the North American factory at Inglewood, California.

2. You will advise General Spaatz when this plane departs from the United States and inform this office when it arrives in U.K.

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

TO: Deputy Chief of Air Staff

Date 11 May 1944

FROM: Assistant Chief of Air Staff, OC&R

Comment No. 2
DE/bb 6356

1. Shipping instructions on subject airplane were issued under date of 19 February 1944. Further special instructions for the expeditious staging and movement of subject aircraft were issued to Commanding General, Air Transport Command, 2 March 1944.

2. Paragraph 2 of Comment 1 will be complied with.

2 Incls.

Incl 1 - Ltr to CG ATC -Staging & Movement of
dtd 2 March 44 Proj 92652R

Incl 2 - Ltr to ADO - Add S/I on B-25J Acft
for Feb. dtd 19 Feb. 44

WILLIAM F. MCKEE
Colonel, Air Corps
Acting, ASST Chief of Air Staff,
Operations, Commitments & Requirements

Coordination

AFROM _____
AFROA _____

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DECLASSIFIED

DD FORM

8 Jan. & 20 June 1974

By: A. L. C. B. J. C. D. S. P. 12-74

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~~SECRET~~

AFMCA
JFF:kmh 71050.

2 March 1944.

Staging & Movement of Project 92658-R.

Commanding General,
AAF Air Transport Command,
Washington 25, D. C.

ATTN: Ferrying Division (Foreign Operations)

1. Confirming telephone conversation of 1 March 1944 between Lt. Colonel Fletcher, Headquarters Army Air Forces, and Captain Glinkosales, Headquarters Air Transport Command, it is desired that Ferrying Division of Air Transport Command accomplish the staging and delivery of the one B-25 airplane applied on Project 92658-R.

2. The project was established in letter dated 19 February 1944, subject: "Additional Shipping Instructions on B-25J Aircraft for February" (copy attached) and the modification instructions for this project cover conversion of subject airplane into a staff transport for delivery as indicated in attached letter.

3. To expedite the delivery of subject airplane to its proper destination, it is desired that Ferrying Division of Air Transport Command give special attention to the completion of the above project and be in a position to furnish this Headquarters daily information on the location of subject airplane after it has been released to Ferrying Division for movement.

By command of General ARNOLD:

Incl.

Copy 1tr identified
in par. 2, above.

R. H. KELLY,
Colonel, Air Corps,
Chief, Commitments Division,
Office, Assistant Chief of Air Staff,
Operations, Commitments & Requirements.

~~SECRET~~

air att 452.1 Aug. 364

SECRET

DECLASSIFIED

EOD 112

8 Jan. & 30 June 1974

By ALM/SG/IC Date 10-12-76

19 February 1944.

Additional Shipping Instructions on B-25J Aircraft for February

Chief, Aircraft Distribution Office
Air Service Command Building
Patterson Field, Fairfield, Ohio

1. Confirming instructions issued 17 February 1944 in unrestricted telephone conversation between Major Canfield, Headquarters, Army Air Forces and Lieutenant Crowl, Aircraft Distribution Office, it is desired that necessary instructions be issued providing for the immediate delivery of B-25J aircraft, independent of existing priorities, in accordance with the following orders:

a. One (1) to Eighth Air Force for Commanding General, European Theater of Operations. Upon completion of modification, subject aircraft will be delivered to Air Transport Command for staging and delivery to destination. (Project No. 92658-R).

2. It is understood, according to information given to Major Canfield, in the conversation referred to, that Chief, Aircraft Distribution Office has assigned the project number noted in parenthesis following sub-paragraph 1a, above.

By command of General ARNOLD:

R. H. KELLY,
Colonel, Air Corps,
Chief, Commitments Division,
Office, Assistant Chief of Air Staff,
Operations, Commitments & Requirements.

SECRET

Air AB 0521 Eng. (364)

DECLASSIFIED

DDO 1175

8 Jan. & 20 June 1974

By: ALC/CBC LC, Date: 10-12-76

~~CONFIDENTIAL~~

24 May 1944

MEMORANDUM FOR THE AIR TRANSPORT COMMAND:

Subject: Status of Spitfire II Range Extension Project.

1. We have at Material Division, Wright Field, two Spitfire II airplanes having extra gasoline tanks installed both internally and externally. It is believed that these airplanes can safely be flown back to England over the Northern Route when the extra gas has been installed. Desire that you check in with the Material Command and determine whether or not it is feasible to ferry these two Spitfires back to England. I want the pilots to volunteer for this job. In case you do not have volunteers, report same and airplanes will be crated and shipped.

2. —Would like a report on this project within the next ten days.

| Signed

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

Incl:
 Memo to CAS fr
 Gen. Mayers dtd 13 May

Dispatched

25 MAY 1944

FILE 

~~CONFIDENTIAL~~

Ad 4521 England

(363)

Ad 4521 England (363)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED

DDO 816

8 Jan. & 20 June 1974

By ALM/BG/AC Date 12-76

Airplane for Prime Minister

AC/AS, Materiel, Maintenance and Distribution

Att'n: Major Ward

Deputy Chief of the Air Staff, General Hall

7 June 44

RMH/eg/2141

1

1. This will confirm telephone instructions given to you recently concerning the release of the airplane to the British RAF Transport Crew for delivery to the Prime Minister.

2. General Arnold has been notified that the plane has been turned over to the British and the Prime Minister has been so advised.

SIGNED

ROBERT H. HARPER

Lt. Colonel, Air Corps

Executive

Deputy Chief of the Air Staff

SAS 4521 Engford (363) a

7 JUN 1944
4 AM

File 4521 Engford

~~CONFIDENTIAL~~

SAS 4521 Eng. (363) a

~~CONFIDENTIAL~~

DECLASSIFIED

DD Form 128

8 Jan & 23 June 1974

By ASAC/AG LC Date 10-2-74

~~RECLASSIFIED~~

Plane for Prime Minister

TO: AC/AS, Materiel, Maintenance and Distribution
Aircraft Distribution and Control Branch
FROM: Deputy Chief of the Air Staff, General Hall

11 May 44
Comment No. 1
RHH/ee/72141

1. The Chief of Air Staff, General Giles, has directed that instructions be issued that no one except this office be advised when the plane being prepared for the prime minister is ready for delivery.

2. The information can be sent either to General Hall or General Giles but to no one else.

ROBERT H. HARPER
Lt. Colonel, Air Corps
Executive Assistant
Deputy Chief of the Air Staff.

TO: Deputy Chief of the Air Staff, General Hall
FROM: AC/AS, MWD, Aircraft Distribution Control Branch

DATE 26 May 44
COMMENT NO. 2
Major P.G. Ward/rt/74323

Confirming verbal advice to Lt. Col. Harper, the C-54B airplane for the Prime Minister of England was reported available for delivery 24 May 1944.

G. V. NEWELL, JR.
Lt. Colonel, Air Corps
Chief, Aircraft Distribution
Control Branch, Control Office,
AC/AS, M. M. & D.

Secy Air Staff

1. Noted

2. File

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5/27/44*

*844
452.1
England
3632A*

~~RECLASSIFIED~~

~~CONFIDENTIAL~~

5AS 452.1 England 363A

~~CONFIDENTIAL~~

DECLASSIFIED
DOO 115

8 Jan. & 20 June 1974

By ALN/96 LC, Date 12-2-74

~~RESTRICTED~~

Plans for Prime Minister

**AG/AS, Materiel, Maintenance and Distribution
Aircraft Distribution and Control Branch
Deputy Chief of the Air Staff, General Hall**

11 May 44

RHH/ee/72141

1

1. The Chief of Air Staff, General Giles, has directed that instructions be issued that no one except this office be advised when the plans being prepared for the Prime Minister is ready for delivery.
2. The information can be sent either to General Hall or General Giles but to no one else.

ROBERT H. HARPER
Lt. Colonel, Air Corps
Executive Assistant
Deputy Chief of the Air Staff

DECLASSIFIED
11 11 1974
963

SAS 452.1 G.mg.

(963)

*File
11/11/44*

~~CONFIDENTIAL~~

SAS 452.1 G.mg (963)

~~CONFIDENTIAL~~

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

DECLASSIFIED
DOO lrs

8 Jan. & 20 June 1974



HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

~~RESTRICTED~~

4 MAY 1944

ATTENTION:

MEMORANDUM FOR CHIEF OF AIR STAFF

SUBJECT: Status of Spitfire IX Range Extension Project.

1. The following status report pertaining to the Spitfire IX range extension project is submitted:

a. Flight testing of the first airplane, with the added internal tanks is complete. Tests will now be conducted using belly tanks, starting with 36 gallons, and increasing to 156 gallons.

b. Studies are being made on 75 gallon external wing tanks for the second airplane, which is almost ready for test.

Barney has seen

[Handwritten initials]

[Handwritten signature]

B. E. MEYERS
Major General, U. S. A.
Deputy Assistant Chief of Air Staff,
Material, Maintenance & Distribution

[Handwritten signature]
452-1 England

363

[Handwritten note]
Full size sketch

~~CONFIDENTIAL~~

SC-41

502 452-1 England 363

~~CONFIDENTIAL~~

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

*Typed by
BmG*



ATTENTION:

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DDO/MS

~~RESTRICTED~~

9 Jan. & 20 June 1974

By: ALC/BC LC, Date: 10-12-76

8 MAY 1944

MEMORANDUM FOR CHIEF OF AIR STAFF

SUBJECT: Status of Spitfire IX Range Extension Project.

1. The following status report pertaining to the Spitfire IX range extension project is submitted:

a. Tests were conducted on 4 May 1944 on the first airplane, equipped with a 108 gallon British belly tank in addition to the additional internal tanks. The pilot reports that the airplane was unstable about all three axes and dangerous to fly except by very experienced pilots.

b. Regardless of balance, the airplane will be flown with the 108 gallon belly tank, along with the P-51 to determine range characteristics under this condition.

c. The second airplane is being modified to carry two 75 gallon external tanks on the wings.

sc 96

file

B. E. Meyers

B. E. MEYERS
Major General, U. S. A.
Deputy Assistant Chief of Air Staff,
Materiel, Maintenance & Distribution

452.1 England 362

*file
cc: [unclear]*

~~CONFIDENTIAL~~

452.1 England 22

DECLASSIFIED

DDO hrs

8 Jan & 20 June 1974

By: *ALM/AG* LC; Date: *12-12-76*

~~CONFIDENTIAL~~

Airplane for General Eisenhower

Assistant Chief of Air Staff, O&A

Deputy Chief of Air Staff

11 May 1944

WME/eva/5265¹

1. It is directed that B-25J, serial number 43-4030, be allocated to the Strategic Air Force and your office arrange to have this airplane delivered by ATC to General Spaats for General Eisenhower without delay. This airplane is available at the North American factory at Inglewood, California.

2. You will advise General Spaats when this plane departs from the United States and inform this office when it arrives in U.K.

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

ALM 4521 Eng. (364)

Dispatched
11 May 1944
493

~~CONFIDENTIAL~~

ALM 4521 Eng. 364

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

~~CONFIDENTIAL~~

DECLASSIFIED
DOD ltr.

8 Jan & 20 June 1924

By *Adm / 24* LC Data 10-12-76



HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

ATTENTION:

8 MAY 1944

Bunny knows about -

MEMORANDUM FOR: Commanding General, Army Air Forces

Subject: Spitfire Range Extension Project. /

1. The Materiel Command has asked that we call to your attention an error in a message forwarded to you on the above subject from General Giles following his visit at Wright Field on 27 April. This message stated, "Forty-two additional gallons have been installed internally behind the pilot and twenty-six gallons in each wing, making a total of one hundred ninety-two gallons, which is thirteen more gallons carried internally than the P-51." The correct information is as follows: The Spitfire actually has had installed, in addition to the one hundred two gallons normally carried in the fuselage, one 50 gallon tank aft of the pilot and two leading edge internal wing tanks totaling thirty-eight gallons, making a total of one hundred ninety gallons carried internally. This is thirteen gallons more than the original P-51 carried, but not thirteen gallons more than the long range P-51. *192*

2. This correction does not affect the estimated range which, it is still believed, will approximate that of the P-51 long range airplane. Stability of the airplane with this extra internal gasoline is marginal and tests are now being run to determine the stability carrying external tanks. *190*

AD 458.1 England (361)

*File
Bro*

BEM

B. E. MEYERS
Major General, U. S. A.
Deputy Assistant Chief of Air Staff,
Materiel, Maintenance & Distribution

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

*File
458.1*

AD 458.1 England (36) ✓

~~SECRET~~

APARP LP
GEJ/hmh/74065
Wtn 29 Apr 44

DECLASSIFIED

DDO 105

8 Jan. & 23 June 1974

By: AN/OCIC Date: 12-12-76

RELEASED

2 May 1944.

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY SERVICE FORCES
Attention: Major General Lucius D. Clay.

Subject: British Aircraft Assignments.

1. Referring to your memorandum, dated 25 April 1944, and inclosures "A" and "B" on the proposed procedure to be followed by the London Munitions Assignments Board on assignments of British produced aircraft, the Army Air Forces concurs in General Grain's recommendation.

2. It is understood that the words "sphere of responsibility" as determined by the Combined Chiefs of Staff" will be substituted for "sphere of influence" in the proposed procedure as outlined in Tab "A" of your inclosures.

3. It is suggested that necessary action be taken to put the procedure into effect.

For the Commanding General, Army Air Forces:

~~Signature~~

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

W.E.H. 452.1 Eng. (360)

Dispatched 1
3 MAY 1944
ABG

FILE
ai

W.E.H. 452.1 Eng. (360)

Copy for Miss Ingram

~~SECRET~~

WAR DEPARTMENT
Headquarters Army Service
Washington

25 April 1944

~~SECRET~~
~~RELAY~~

DECLASSIFIED
DDO R/S

8 Jan. & 20 June 1974

By / UC, Date 10-12-76

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:
(Attention: Brig. Gen. G. C. Jamison)

Subject: Aircraft Assignment.

1. Prior to this date an Air Committee of the London Munitions Assignments Board has not been active and as a result British manufactured aircraft has never been subject to a location in London. The Air Ministry has proposed a procedure to consider requests for allocation of British manufactured aircraft in a letter dated 27 March 1944 to Major General Crain, United States Executive Officer, London Munitions Assignments Board. Correspondence with respect to this matter is attached as Tab A and Tab B.

2. Briefly, this plan provides that the Secretary of the Air Assignments Sub-committee will consult the United States whenever it is proposed that British aircraft be assigned to a country in the United Kingdom sphere of influence. In the case of a country in the United States sphere of influence the United States will be consulted in the consideration of the allocation as well as in the assignment.

3. General Crain recommends that the proposed procedure of the Air Ministry to consult the United States as stated in Tab A with respect to British manufactured aircraft be accepted except that the words "sphere of influence" as used therein be mandated to read "sphere of responsibility as determined by the Combined Chiefs of Staff".

4. This matter is referred to your office as a matter of primary interest for whatever action is deemed necessary.

For the Commanding General:

/s/
LUCIUS D. CLAY
Major General, General Staff Corps
Director of Materiel

2 Incls:
Tab A
Tab B

~~SECRET~~
~~RELAY~~

~~SECRET~~

~~COPY~~
~~SECRET~~

~~DECLASSIFIED~~

AIR MINISTRY, Dept. O. A.

DECLASSIFIED

Adastral House,

Kingsway, W.C. 2

Ref. S. 7879/S.9(s)

For
JCS memo 27/75
B71 10/10; Date 11/24/76

27 March 1944

Dear General Crain,

Assignment of British Aircraft

The R.A.F. Delegation in Washington have drawn attention to the fact that, whereas the entire U.S. aircraft production is subject to allocation by the C.M.A.B., Washington, the allocation of British types of aircraft outside the R.A.F. is not at present referred to any Joint U.S./British body. We have agreed to remedy this deficiency.

2. The matter has been discussed with Colonel Anthor of your staff and the following procedure is proposed:-

- (a) that you should be regarded as the official channel for expressing the U.S. point of view on all questions regarding the proposal of British aircraft.
- (b) That I, as the Secretary of the Air Assignment Sub-Committee, should consult you whenever:-
 - (1) We proposed to assign British aircraft to a country in the U.K. sphere of influence. We understand that you would not wish to be consulted on any requests from such countries which we did not propose to meet.
 - (11) We received any request from a country in the U.S. sphere of influence whether or not we propose to make any supply.
- (c) You would notify us of U.S. comments. If you thought it necessary to refer back to Washington, you would be good enough to inform us that we could, if necessary, signal a statement of the case to the R.A.F. Delegation.

3. I should appreciate your confirmation that you agree with the above procedure, in which event we will see that it is put into effect forthwith.

Yours sincerely,

/s/ A. S. Whittuck.

~~DECLASSIFIED~~

~~SECRET~~

SECRET

DECLASSIFIED

DECLASSIFIED

DDO IFS

8 Jan & 20 June 1974

By ALN/DC LC Date 28-12-76

LMAA/4415/FRA/cm

5 April 1944

Mr. A. S. Whittuck,
Air Ministry, Dept. C.A.,
Astral House,
Kingsway, W.C. 2.

Dear Mr. Whittuck,

Thank you very much for your letter reference S.78791/
S.9(a) dated 27 March regarding the assignment of British
Aircraft.

General Crain is away from the office on temporary
duty. A copy of your letter is being forwarded to him to-
day. I know he will be personally interested in the devel-
opment of the assignment procedure in London.

With reference to the plan itself, we feel that the
phrase "sphere of influence" should be deleted. If you will
refer to COLIA 1947 dated 24 March 1944, a copy of which I
believe was furnished to your office, you will note in the
second paragraph that the Munitions Assignment Committee
(Ground) have not accepted the principle of "sphere of influ-
ence". Perhaps it would be better therefore to combine two
sub-paragraphs under (b) in paragraph 2 of your letter and
omit any reference to "sphere of influence".

This would probably mean that you would notify this office
on any request for an assignment whether or not you proposed
to meet it. I presume you would have no objections to such
a change in the procedure.

Sincerely,

SIGNED

CHARLES M. STEESE

Colonel, Ordnance

Acting Executive, U. S. Staff
London Munitions Assignment Board

DECLASSIFIED

SECRET

~~SECRET~~

DECLASSIFIED

DECLASSIFIED

DDO ltr

8 Jan & 20 June 1974

By 1103/AG JC, Date 11-12-76

MAG (Air)

GHQ/and

7822

5/2/44

MEMORANDUM FOR THE ACTING MEMBRIVE, MEMBERS ASSASSINATIONS BOARD

SUBJECT: Interpretation of M.E.W. 67/8.

1. The Army Air Forces concurs in the attached draft of your proposed letter to the Royal Air Force on the interpretation of M.E.W. 67/8 with relation to nationals of allied nations under British Operational Command.

2. It is suggested that the letter be sent to the Royal Air Force representative.

For the Commanding General, Army Air Forces:

G. C. JANSON
Brig. General, U.S.A.

File 453.1 Army 358

DECLASSIFIED
~~SECRET~~

DECLASSIFIED

DDI 125-
8 Jan 64 20 June 1974
By ALJ/GG LC Date 10-11-76

28 April 1944

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF

SUBJECT: Interpretation of the Terms of MEM 67/8.

1. Attached is a proposed draft of a letter from the Acting Executive, Munitions Assignments Board to the Royal Air Force Delegation on the subject of the interpretation of the terms of the re-transfer policy as contained in MEM 67/8.

2. It is recommended that the Army Air Forces member or alternate member concur in the proposed interpretation of the policy.

G. C. JAMISON
Brigadier General, U. S. A.
Alternate, Army Air Forces Member,
Munitions Assignments Board.

Incl:
Memo to CG,AAF in Exec/MAB,
dtd 28 Apr 44.

Copy for Air 20
Apr 45 5.1 57 (17)

COPY

~~SECRET~~

~~SECRET~~

THE COMBINED CHIEFS OF STAFF
WASHINGTON

26 April 1944

DECLASSIFIED
DDO ltr:
8 Jan. 6 20 June 1974
By: ALM/SG LC Date: 10-12-76

Munitions Assignments Board

MEMORANDUM FOR THE COMMANDING GENERAL, AAF

Attention: Brig. Gen. G. C. Jamison.

There is attached draft of memorandum which this office proposes to send to the Royal Air Force after obtaining requisite United States clearances. Admiral Reeves and General Clay have expressed concurrence.

It will be appreciated if you will let me know whether the Air Forces concur or whether changes in language are desired.

s/ John Y. York, Jr.

JOHN Y. YORK, JR.,
Brigadier General, U. S. Army
Acting Executive

Attachment

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~~SECRET~~

COPY

DRAFT
~~SECRET~~

~~SECRET~~

DECLASSIFIED
DDO Hqs

8 Jan. & 20 June 1974

By Act / 96 J.C. Date 10-12-76

Director of Supply and Organization
Royal Air Force Delegation
Washington, D. C.

Attention: Group Captain R. C. Storrar.

Receipt is acknowledged of your letter of 28 March 1944,
reading as follows:

"1. Under paragraph Fl(a) of M.B.W. 67/8 the Secretaries of War and Navy were requested to give blanket consent to allocations by the U.K. of Lend/Lease material to air contingents of foreign nations actually serving as parts of a British operational command and drawing their equipment, maintenance and supplies from British depots or other British supply sources; the types and quantities of items thus allocated to be reported at agreed intervals to the Washington Munitions Assignments Board.

"2. There are a number of squadrons manned by nationals of Allied nations which form an integral part of the Royal Air Force and which are under British operational command. These squadrons, depending on their role and theatre of employment, are equipped with either British or American type aircraft, but with one or two exceptions title to the aircraft is not transferred to the foreign government concerned and the aircraft are considered to be on loan. Thus the British are still responsible under the conditions of Lend/Lease for the American type aircraft supplied to these squadrons.

"3. Some doubt has arisen as to whether, under the terms of M.B.W. 67/8, these transactions should be reported to the Washington Munitions Assignments Board since although in one sense of the term allocations are involved, there is, of course, no question of retransfer.

"4. It would be appreciated if early decision could be given in this matter since the first quarterly report under M.B.W. 67/8 is almost due."

Handwritten: See 45811 Eny. (358)

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Upon consultation with the U. S. members of the Board respecting the two questions raised in Paragraph 2 of your memorandum, there was expressed a desire for further information concerning the status of the personnel in the squadrons referred to in that paragraph. Accordingly, your office was informally requested by telephone for such information. There has now been received your letter dated 14 April 1944, reading as follows:

"Further to this Delegation letter of even reference dated 28th March and in response to verbal inquiries from your Staff, the following information is submitted concerning Allied air contingents serving under British operational command.

"2. The status of the personnel in these squadrons varies. For example, the Czechs are part of the R.A.F. Volunteer Reserve and the Poles are Polish Air Force but both are paid from funds supplied by the British Government. On the other hand the Norwegians not only belong to the Royal Norwegian Air Force but are also paid by the Norwegian Government.

"3. All Allied squadrons however are alike in the following respects. They:-

- (i) are an integral part of the R.A.F. target force. That is to say they count against the equivalent number of R.A.F. squadrons which would otherwise be needed to maintain the R.A.F. at the approved level.
- (ii) are administered and controlled operationally by the R.A.F.
- (iii) rely entirely on the R.A.F. for supply, maintenance and training and would be imperative if divorced from the R.A.F. organization.
- (iv) are partially manned by R.A.F. personnel to the extent that Allied personnel are not available to fill their establishments (tables of organization). In some instances they are commanded by R.A.F. officers."

In the light of this further information, it is the belief of this office that the following interpretations of NSW 67/8 should control. Concurrences have been obtained from the U. S. Navy Department (Admiral Reeves), and from the War Department, office of the Commanding General, Army Service Forces (General Clay) and the office of the Commanding General, Army Air Forces (General Janison).

SECRET

DECLASSIFIED

REF 453.1 King

~~SECRET~~

~~SECRET~~

In all cases in which control of aircraft employed by contingents of foreign nations serving with the Royal Air Force is passed to the Governments of the nationals concerned, as is understood to be the case with respect to the Dutch and the Norwegians, reports should be made through this Board to the appropriate U.S. agency of aircraft and equipment transferred for the use of such squadrons.

In cases of squadrons manned by non-British nationals whose Governments do not assume control of the aircraft employed by such squadrons, it would seem a proper administrative interpretation to assume that the respective Governments in no way assume responsibility for such squadrons, and that squadron personnel have the same military status as the personnel of British squadrons. The grouping of these squadrons by nationalities is recognized as a device of convenience for overcoming language difficulties, for maintaining morale, and for giving troops of occupied countries an opportunity to play a part in the defeat of the common enemy. Considerable psychological advantage is derived from these factors. In such instances, so long as the Government of the foreign nationals in such squadrons does not consider that the planes and equipment used by them are in any way Lend-Leased to them, and so long as no desire is expressed for direct Lend Lease in such cases, the aircraft and equipment involved will be considered as equipment of the R.A.F., which is manned or used by foreign nationals. Since no transfer is involved, no report of issues of such aircraft and equipment will be required.

JOHN Y. YORK, JR.,
Brigadier General, U. S. Army
Acting Executive

~~SECRET~~

~~SECRET~~

SECRET
SECRET

Cable #U-61337 from London

DECLASSIFIED
EOD R/S

8 Jan & 20 June 1974
By: ALM/CG, LC, Date: 12-12-74

TO: Deputy Chief of the Air Staff Date: 2 May 1944
FROM: Asst C/AS, Operations, Commitments and Requirements Comment No. 2
Capt DeFord/baf/72057

Reply to the attached cable No. U 61337, dated 25 April 1944, from C.O., USSAFB, London, England, signed Spants, coordinated by you on 1 May 1944, has been dispatched to the theater.

1 Incl:
n/c

AFRE _____
AFRE _____
Radar Sec _____

Kenneth P. Bergquist
Executive, Asst Chief of Air Staff
Operations, Commitments & Requirements

Handwritten: OAE 45211 England

DECLASSIFIED
SECRET

Handwritten: OAE 45211 England (357)

DECLASSIFIED

DDO hrs.

8 Jan. & 20 June 1974

Dr. A. L. G. G. IC, Date 12-12-74

SECRET

Equipment

Request for Report on Spitfire 9 at Dayton.

General Echols

4/12/44

General Giles

1

It is requested that a report be furnished me on the extra gas tank being built into the Spitfire 9 now at Dayton. As I said before, give this project extra high priority.

B.M.G.

md

*RR # 7
4/19
sent to M.M. &
approved by Gen Giles
File*

A. Kaspriske
REC'D 4-12-44

*452.1
File*

(353)

SECRET

*File
BT*

452.1 1/2 m (353)

CONFIDENTIAL
SECRET

DECLASSIFIED
DDO 8/3/71
8 Dec 6 12 Jan 1971
Re: AWC/OSAC Date: 12-12-76

AFPM-1
7 APR 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF

SUBJECT: Status of Spitfire II Range Extension Project

1. The following is a resume of the Spitfire II range extension project to date:
 - a. 16 March 1944, two crated Spitfire II's for range extension arrived at Wright Field by expedited freight.
 - b. A thorough search of the crates and airplanes did not reveal drawings and stress analyses for these airplanes or any erecting instructions. Mr. Kerr of the British Air Commission was notified of this discrepancy.
 - c. Previous information pertaining to these airplanes indicated that several limiting factors would govern the addition of fuel, i.e., structural limitations, extremely marginal c.g. travel, and stability considerations of the Spitfire II under normal load conditions. However, on 21 March 1944, an inspection of the airplane was made, and the design and procurement of two leading edge tanks, slightly larger than the normal tanks, was initiated.
 - d. 26 March 1944, a handbook pertaining to the Spitfire II was received from the British Air Commission. Examination of this handbook indicated the critical point to be landing gear limitations for this airplane. The British figures show 8,000 pounds as the maximum weight allowable for ferrying. and it is noted that the present 102-gallon internal self-sealing tank plus a droppable non-self-sealing tank of 100 gallons furnished with the airplanes would bring the airplane up to the maximum allowable gross weight of 8,000 pounds.
 - e. As of 28 March 1944, the Materiel Command was making an independent stress analysis on the landing gear in an attempt to determine the maximum load which can be carried by this airplane. If it is found by this analysis that the gross weight can be increased, present plans are to add an additional 50 gallons internally in self-sealing leading edge tanks.
 - f. Erection of the first airplane should be completed in about one (1) week and modifications for increased fuel in about one (1) month thereafter.

AWC 452.1 Engineering

350

7
File
4

O. P. ECHOLS
Maj. General, U. S. A.
Asst. Chief of Air Staff
Materiel, Maintenance & Distribution

CONFIDENTIAL

AWC 452.1 Engineering

350

SECRET
RECEIVED

DECLASSIFIED

DDO 815

8 Jan 5 10 1978

By ALM / GCL / DDD / 10-12-76

*WAFS
mc*

1 April 1944.

Air Marshal Sir William L. Welsh,
British Joint Staff Mission,
Offices of the Combined Chiefs of Staff,
Washington, D. C.

Dear Air Marshal Welsh:

General Baker has cabled stating that the Beaufighters being flown by U.S. Army Air Forces night fighter squadrons in the Mediterranean are obsolescent and are in a general worn out condition.

I realize that the U.S. Army Air Forces and the Royal Air Forces squadrons in the Mediterranean are supplied from a common pool and I have agreed with Air Marshal Portal in a general plan to give preferential treatment as regards equipping the night fighter squadrons in the U.K. with the newer types of planes. However, I am frankly worried that our forces in the Mediterranean will be placed in a highly vulnerable position if we don't take some positive steps at once to furnish them with sufficient modern night fighters. Our units are equipped with enough airplanes to provide them with unit equipment, however, they have no reserve aircraft. I concurred in Air Marshal Portal's request that the allocation of Morquite night fighters to the Mediterranean be deferred until such time as the night fighter squadrons in the U.K. were equipped, however, it was my definite understanding that our squadrons would be maintained with Beaufighters to the extent of their unit equipment, reserve airplanes and that they would be provided with sufficient attrition airplanes to keep the units equipped with aircraft that were not obsolete or worn out.

General Baker has been advised that the matter of the equipment for these squadrons is being taken up with the Air Ministry through the R.A.F. Delegation here in Washington and I would appreciate your advising us as to what Air Chief Marshal Courtney has planned for sustaining these units.

With best personal regards, I am

Sincerely yours,

Barney

Dispatched
2 APR 1944
AAG

BARNEY H. GILES,
Major General, U. S. Army,
Chief of the Air Staff.

SECRET

Copies for Gen Giles

*451894
(34)*

SECRET

DECLASSIFIED
DDO HRS
8 Jan & 20 June 1971
BY AIN/96 LC LHM 12-12-74

1 April 1944.

Air Marshal Sir William L. Walsh,
British Joint Staff Mission,
Office of the Combined Chiefs of Staff,
Washington, D. C.,

Dear Air Marshal Walsh:

General Eaker has cabled stating that the Beaufighters being flown by U.S. Army Air Forces night fighter squadrons in the Mediterranean are obsolescent and are in a general worn out condition.

I realize that the U.S. Army Air Forces and the Royal Air Forces squadrons in the Mediterranean are supplied from a common pool and I have agreed with Air Marshal Portal in a general plan to give preferential treatment as regards equipping the night fighter squadrons in the U.K. with the newer types of planes. However, I am frankly worried that our forces in the Mediterranean will be placed in a highly vulnerable position if we don't take some positive steps at once to furnish them with sufficient modern night fighters. Our units are equipped with enough airplanes to provide them with unit equipment, however, they have no reserve aircraft. I concurred in Air Marshal Portal's request that the allocation of Mosquito night fighters to the Mediterranean be deferred until such time as the night fighter squadrons in the U.K. were equipped, however, it was my definite understanding that our squadrons would be maintained with Beaufighters to the extent of their unit equipment, reserve airplanes and that they would be provided with sufficient attrition airplanes to keep the units equipped with aircraft that were not obsolete or worn out.

General Eaker has been advised that the matter of the equipment for these squadrons is being taken up with the Air Ministry through the R.A.F. Delegation here in Washington and I would appreciate your advising us as to what Air Chief Marshal Courtney has planned for sustaining these units.

With best personal regards, I am

Sincerely yours,

Dispatched
2 APR 1944
463

SECRET
BANKY R. GILES,
Major General, U. S. Army.

Officer of the Air Staff, London (349)

Handwritten notes and markings on the right margin, including a large vertical scribble and a circled number '379'.

~~SECRET~~
SECRET

DECLASSIFIED

DDG-118

8 Jan & 20 June 1974

By ~~104-776~~ 104 Date 26-11-76
ALH/OG

Eight Fighters for AAF Mediterranean Squadrons.

The Chief of the Air Staff

31 Mar 44

Assistant Chief of the Air Staff, Plans.

1
WMB/lmh/74085

The inclosed letter to Air Marshal Welsh has been prepared for your signature.

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

Incl:

Ltr to AM Welsh.

~~SECRET~~
SECRET

~~SECRET~~

DECLASSIFIED

DDO IIS

9 Jan 60 / 20 June 1974

By AAN / AC-10, Date 12-11-74

~~SECRET~~

SECRET
By Authority of SECRET
The SECRET General
Air Forces
15 Apr 44 <i>JH</i>
Date Initials

MEMORANDUM FOR CHIEF OF THE AIR STAFF

Subject: 50 Mosquito Mark XVI for Weather Reconnaissance.

1. Attached hereto is proposed reply to the attached letter of March 28 from Air Marshal Walsh. As a bit of background, the following information is furnished:

The original request to the British involved 200 Mosquito airplanes. Agreements reached in November 1943 involved delivery of a total of 40 Mark IV's from Canada in 1943 and a total of 168 Mark XVI's from British production in 1944. In January, agreements were reached in England between the British and General Giles for the delivery, during 1944, of a total of 102 Mark XVI's in accordance with the following schedule:

February, March, April	10 each
May and June	15 each
7 per month for the remainder of the year.	

2. The British have, since the very beginning, attempted to force us to take the Mark IV which is an inferior airplane. It is slower, has a low operating ceiling, and not as adaptable for use as the Mark XVI.

WILLIAM F. McKEE
 Colonel, Air Corps
 Deputy Asst. Chief of Air Staff
 Operations, Commitments & Requirements

2 Encl:
 Ltr. fr Air Marshal Walsh
 Ltr. to Air Marshal Walsh

Handwritten: 452.16mg (348)

~~SECRET~~

FILE *ai*

~~SECRET~~

452.16mg (348)

CONFIDENTIAL

DECLASSIFIED
DDO HRS

8 Jan. & 29 June 1974

By ALM/SG MO, Date 12-12-76

CONFIDENTIAL

Allocations of B-24's to U.K.

AC/AS, OCA&R

5 Apr 44

Deputy Chief of Air Staff

ESP/eva/6371 ⁵

General Giles approves the recommendation contained in paragraph 1,
Comment #3.

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

Handwritten: 440452.1 Eng. (347)

Dispatched
5 APR 1944
RAG

DECLASSIFIED

FILE

5

Handwritten: 440452.1 Eng. (347)

SECRET

DECLASSIFIED
DDO #15

6 Jan. & 20 June 1974

By ALN / O6 LC, Date 12-12-74

RELEASABLE

Tests to Determine Suitability of Spitfire IX as a Fighter-Bomber

Chief of Air Staff

4. April 1944

2

AC/AS, MM&D

JEB/Col. J.F. Phillips/oa 71885

1. Instructions have been issued to comply with the directive in Paragraph 2, Comment No. 1.
2. The progress reports on the Spitfire II's will be continued to cover the additional testing as directed.

(Signed) B. E. Meyers

B. E. MEYERS
Major General, U. S. A.
Deputy AC/AS, MM&D

MM&D file copy
45-511 Eng.
346

SECRET

2.

9/15
4/19/44

45-511 Eng. 346

9/15

~~SECRET~~

DECLASSIFIED

DDO 128

8 Jan 4 20 Issue 1274

By: ALC/066/1000/10/12-76

Tests to Determine Suitability of Spitfire IX as a Fighter-Bomber

Asst C/AS, MM&D (General Echols)

28 Mar 44

Comment No. 1

Chief of the Air Staff

1. Reference is made to my directive on R&R sheet, dated 6 March 1944, concerning installation of extra gas in Spitfire IX's.

2. It is further directed that subject airplanes, upon completion of long range extension tests, also undergo tests to determine their suitability as fighter-bombers. Complete data as to bomb loads, combinations of bomb and external gas loads, comparison between standard American Fighters, and whatever modification may be necessary to make the Spitfire IX operational as a fighter-bomber should be compiled from tests.

3. Keep me informed.

/s/ Edwin S. Ferrin.
EDWIN S. PERRIN,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

COPY

DECLASSIFIED

~~SECRET~~

~~SECRET~~

AFTRAB/3
Maj Kelly/ry/72673

DECLASSIFIED
DOO 123

9 Jan 8 30 June 1974

By AIN/BC JC; Date 10-12-76

Notes to Determine Suitability of Spitfire II as a Fighter-Bomber

Asst C/AS, HQAF (General Echols)

28 Mar 44

Chief of the Air Staff

1

1. Reference is made to my directive on HQAF sheet, dated 6 March 1944, concerning installation of cabin gas in Spitfire II's.

2. It is further directed that subject airplanes, upon completion of long range extension tests, also undergo tests to determine their suitability as fighter-bombers. Complete data as to bomb loads, combinations of bomb and external gas loads, comparison between standard American fighters, and their over maintenance are to be necessary to make the Spitfire II operational as a fighter-bomber should be compiled from tests.

3. Keep me informed.

Signee

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

Dispatched

29 MAR 1944

AA3

~~SECRET~~

SECRET

Adj 452.1 Org (346)

Copy sent OCAF

File with [unclear] Please return when signed. Per H E 1016. Adj 452.1 Org (346)

SECRET

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DDO 1175

8 Jan. & 30 June 1974

By AL-706 LC Date 10-12-76

TALLY NO.	
FILE NO.	

SUBJECT:

Tests to Determine Suitability of Spitfire IX as a Fighter-Bomber

TO: Secretary of the Air Staff

DATE MAR 27 1944

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

COMMENT NO. 1
Maj McKay/rp/72673

Attached R&R is forwarded for the signature of the Chief of the Air Staff.

1 Incl.

R&R frn Chief of Air Staff
to Asst C/AS, MM&D (General
Echols) subj: as above.

W.F. McKee
WILLIAM F. MCKEE

Colonel, Air Corps

Deputy Asst. Chief of Air Staff

Operations, Commitments & Requirements

Fighter & Air Defense Branch
Requirements Division

SECRET

Att 06 432.1 Eng. 348

SECRET
RELEASABLE

DECLASSIFIED
DOD ltrs
8 Jan. & 20 June 1974
By A-11 C-66 AC Doc 10-12-74

Acceleration of Delivery of B-24J Aircraft to the British

Chief of the Air Staff

MAR 25

AC/AS, Operations, Commitments & Requirements

1

MEMORANDUM 3131

1. Attached is letter for signature of General Giles, as requested.

2. AC/AS, Plans, (Lt. Colonel Burgess), is preparing a memorandum for the Chief of Air Staff containing the data to be used by General Giles in conferring with representatives of the Royal Air Force Delegation. This memorandum will be delivered to your office by Monday, 27 March 1944.

3. The recommendations of this office, to be reflected in the memorandum referred to above, are of the tenor to now-commence with an accelerated delivery of B-24J aircraft to the British in the first half of 1944 from second half allocations. Subject aircraft are more vitally needed by the AAF in June and July of 1944 than at any other time, consistent with the full provisions of the Courtney agreement.

1 Attach.
Ltr to RAF Col.

WILLIAM F. MCKEE
Colonel, A.C.,
Deputy Asst. Chief of Air Staff,
Operations, Commitments & Requirements

APPROVED

AC/AS,
Logistical Plans Div.

W.F. McKee
452.16
345

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RELEASABLE

File
452.16
345

AFRAE
HFB:rah
3131
Rm.3D-1031
Wrtn 25 Mar 44

*all
rc*

Doc A.24, 502/43. (V)

27 MAR 1944
RECEIVED

Royal Air Force Delegation
Box 772, Benjamin Franklin Station
Washington, D. C.

Attention: Air Commodore H. T. Lydford

Dear Air Commodore Lydford:

In reference to your letter of 20 March 1944, please be informed that it will be a pleasure to confer with Air Marshal Walsh in regard to the proposal to accelerate delivery of B-24J's to the British and Canadian Royal Air Forces in the first half of the year from the second half 1944 allocations.

I have reviewed the United States Army Air Force requirements for this model aircraft and find that a definite shortage exists against our firm commitments for the period involved. Until this shortage is overcome, I do not feel that there is any choice in the decision that must be made.

Very truly yours,

Signature

Barney M. Giles,
Major General, U. S. Army,
Chief of the Air Staff.

27 MAR 1944
AGG

452.1 Eng. (345)
Gen Olliss

RECEIVED

all ad 452.1 Eng (345)

TELEPHONE DECATUR 9000

~~SECRET~~Box 772
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

ROYAL AIR FORCE DELEGATION

DECLASSIFIED

DDO 125

8 Jan. & 20 June 1975

By ALC/86 LC 100 187-12-76

PLEASE ADDRESS REPLY TO:

DIRECTOR OF ADMINISTRATION AND FINANCE

QUOTING REFERENCE:

20th March, 1944.

A.20,581/43. (V)

Major General Barney M. Giles,
Room 3E1007,
Pentagon Building,
Washington, D.C.

Dear *General Giles*

I understand that Wright Field have been planning on the assumption that the output of B.24J's from FORT WORTH would be delivered against British and Canadian allocations and that the modification centre at LOUISVILLE should be geared to this programme.

We would welcome this plan since it would result in aircraft leaving the production line camouflaged and without certain items of equipment which we do not require and which are currently removed at LOUISVILLE. To this extent therefore work at the modification centre would be reduced.

However FORT WORTH production through June exceeds by approximately 100 aircraft the allocation of 420 agreed between yourself and Air Chief Marshal Courtney and this plan could only become operative if, in the light of present circumstances, you could approve accelerated delivery of approximately 100 B.24's to the R.A.F. in the first half of the year from the second half allocations.

This matter has been discussed informally with M.M. & D. and O.C. & R. but Air Marshal Welsh, who is at present out of town, would be glad of the opportunity of discussing it with you on his return.

Yours

*Sincerely,**M. Lydford*Air Commodore,
ROYAL AIR FORCE

DECLASSIFIED

JCS Memo

2 Jan. 1975

By *aln* LC; Date *01/4/76*~~SECRET~~

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

CONFIDENTIAL



HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

ATTENTION:

AFDMA-2A

DECLASSIFIED
DDO JWS.

8 JAN & 20 JUNE 1974

By ALM/SC LC Date 10-12-76

24 MAR 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF

SUBJECT: Status of Spitfire 9 Range Extension Project

1. The following status report pertaining to the Spitfire 9 range extension project is submitted:

a. A close examination of the two Spitfire 9's and their packing crates has failed to reveal the drawings and stress analysis which were reported to have been shipped with these airplanes.

b. Since it is imperative that these data be available for modification purposes, the British Air Commission has been informed of this discrepancy, and they are in turn cabling the United Kingdom for these data. It is anticipated these data will be received in approximately two weeks. In the meantime all data presently in the hands of the British Air Commission are being forwarded to Wright Field in an attempt to minimize the delay caused by the lack of this essential information.

OPE

O. P. ECHOLS, MAJ. GEN., U.S.A.,
Assistant Chief of Air Staff,
Materiel, Maintenance & Distribution.

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Wm H
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CONFIDENTIAL

*File
23 Mar 44*

ALL 452.1 Eng. (344)

452.1 Eng. (344)

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

~~SECRET~~



HEADQUARTERS, ARMY AIR FORCES

WASHINGTON
DECLASSIFIED

DDG 113

8 Jan. & 20 June 1974

By AIR / 66 MC, Date 10-12-76

ATTENTION:

16 MAR 1944

*SPS
for file
Hqs.*

MEMORANDUM FOR: The Chief of Air Staff

Subject: Range Extension Program for Two Spitfires.

For your information, two Spitfires for the range extension project were delivered to Wright Field at 8:30 a.m. this date, 16 March. Priorities have been established at Wright Field for this work.

O P Echols
O. P. ECHOLS,
Major General, U.S.A.,
Asst. Chief of Air Staff,
Materiel, Maintenance &
Distribution.

Sp. 4521 Eng - (341)

*File
Rmt
8/23/44
OR/D*

~~SECRET~~

Att 4521 Eng. (341)

~~SECRET~~

DECLASSIFIED

By AG/AS on 10/12/96

SUBJECT: Installation of Extra Gas in Spitfire 9's.

To: Chief of the Air Staff

DATE 10 March 1944

From: AG/AS - 1944D

COMMENT NO. 2
Capt. Bussey/afa/6320

1. The above airplanes are aboard the SS CARRHAVON CASTLE but have not yet arrived in New York.
2. Directives have already been issued to Wright Field giving this project highest priority.
3. Wright Field is currently procuring a weight statement and allowable center of gravity limits from the British Air Commission, to be used in the modification and tests of these aircraft.

~~SECRET~~

~~SECRET~~

DECLASSIFIED
DATE 02-17-2001
BY AAM/SGM/ML/10-10-01-74

Installation of Extra Gas in Spitfire 9's.

Chief of the Air Staff

10 March 1944

AC/AS - MEMB

(continued)

**2
Capt. Bussey/afn/6330**

4. Capt. W. H. Jones, of this office, has been appointed to monitor this project and periodic status reports will be forwarded.

**G. F. SCHOLES
Major General, U. S. A.
Asst. Chief of Air Staff
Material, Maintenance and Distribution**

~~SECRET~~

Car-44 452 / Eng (33)

(AFM) 31
378/33

~~SECRET~~

DECLASSIFIED

DDO HHS

8 Jan. & 20 June 1974

By A.L.M./EC LC, Date 10-12-76

23 February 1944

Col. J. W. Sessums,
Executive, AC/AS, M&D
Spitfire Airplanes from United Kingdom

1. Mr. Flastow (British Air Commission) telephoned reporting that the two spitfire planes are scheduled to leave United Kingdom approximately 22 February.

2. As soon as steamer name becomes available it will be possible to approximate date of arrival in New York and you will be further informed.

L. W. HAYTMAN
Lt. Colonel, Air Corps
Chief, Expert Branch
Traffic Division, M&D

Gen Giles' spitfire range extension project -
gs

~~SECRET~~

SECRET

Tanks

DECLASSIFIED
DDI 105

8 Jan & 20 June 1974

By Asst/66 JC, Date 10-12-76

DECLASSIFIED

*{ Col. Nichols - "i" = 1 file on.
no info - 15 Feb.*

To: Chief of Air Staff
ATTN: Brig. Gen. E.S. Perrin, Deputy Chief of Air Staff
FROM: AG/AG, HNSP

Date: 23 Jan. 1944

Command No. 2
AFSA-24/Sept. January/15/1944

1. A directive has been forwarded to the Materiel Command stating that two new Spittfire 9's are to be delivered to the Materiel Command and that a project is to be initiated to increase both the internal and external fuel capacity to a maximum. It has also been directed that highest priority should be given this project. Plans as to the procedure to be followed in expediting this project are at present being formulated by the Materiel Command and will be forwarded in the near future.

2. The date of arrival of these airplanes is not known at this time but will be forwarded upon its receipt in this office.

C. F. DENNIS
Major General, U.S.A.,
Asst. Chief of Air Staff
Plans, Maintenance and Distribution.

1 Att.
Cpy. of Directive, Ctd. 14 Jan. 1944

DECLASSIFIED
SECRET

1/24

~~SECRET~~

DECLASSIFIED

DDO 1175

8 Jan. & 20 June 1974

By: SP-1/SG LC: Date: 10-12-76

~~SECRET~~

Mock-up Installation of Long Range Tanks in Spitfire 9's

AC/AS, MBD

13 Jan 44

Deputy Chief of Air Staff

¹
ESP/eva/6371

1. Telephone conversation with General Giles indicates that two new Spitfire 9's with all equipment will be sent by boat to the United States within the next four or five days. General Giles desires that these airplanes be assembled in Newark and immediately flown to the Material Command in order that mock-up installations of long-range tanks may be made. This project is to have a very high priority.

2. Please advise this office when the aircraft are received, and what your plans are for this project.

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

~~SECRET~~

SECRET

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



**HEADQUARTERS, ARMY AIR FORCES
WASHINGTON**

ATTENTION:

DECLASSIFIED
DDO Hqs.

8 Jan. & 20 June 1974

By 424/86 JG. Date 12-76

2 MAR 1944

MEMORANDUM FOR: Chief of the Air Staff.

SUBJECT: Range Extension Program for the two Spitfires.

1. We have been advised by the British that two British Spitfire airplanes are enroute to New York on the SS CARNOVON CASTLE which is due to arrive about 9 March.
2. Arrangements have been made with the Materiel Command to give this project high priority.
3. Delivery from New York to Wright Field will be expedited.

B. E. Meyers
B. E. MEYERS
 Brig. General, U. S. A.
 Deputy Asst. Chief of Air Staff
 Materiel, Maintenance & Distribution

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(340)

File MAR

File @ 13 MAR 44

452.1 Eng. 350

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ODD Its
8 Jan. & 20 June 1974
By ALM/SC LC Date 11-2-76

2 MAR 1944

MEMORANDUM FOR: Chief of the Air Staff.

SUBJECT: Range Extension Program for the two Spitfires.

1. We have been advised by the British that two British Spitfire airplanes are enroute to New York on the SS CARNOVON CASTLE which is due to arrive about 9 March.
2. Arrangements have been made with the Materiel Command to give this project high priority.
3. Delivery from New York to Wright Field will be expedited.

(Signed) B. E. Meyers

MEYERS

General, U. S. A.
Deputy Asst. Chief of Air Staff
Materiel, Maintenance & Distribution



~~RECLASSIFIED~~

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Am O.D. 452.1 Enc (300)

SECRET
RELEASE

DECLASSIFIED
DD Form
8 Jan & 23 June 1974
By: AUC/CEIC, Date: 11-12-76

Installation of Extra Gas in Spitfire 9's.

AG/AS - MEMO (GENERAL ENROLS)

March 6, 1944

Chief of the Air Staff.

1

1. I understand that the 2 Spitfire 9's we arranged to have sent over for the installation of extra gas are due to arrive in New York on or about the 9th of this month. It is directed that you issue the necessary instructions that these airplanes are sent over for one purpose only and that is - the increasing of the gas capacity both built-in and droppable. These airplanes are to be used for no other purpose.

2. It is further directed that a follow-up system be established to determine that the highest priority is being given to this project.

3. Keep me informed as to the status of this project and as to the amount of gasoline your planners recommend

- a. Built-in
 - b. Droppable
 - Dispatched
- 6 MAR 1944
AG

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

452.1 England (337)

File
12/1/44

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RELEASE

AG 452.1 Eng. 337

~~SECRET~~

DECLASSIFIED
DDO 115
8 Jan. 4 27 June 1974
By /

Shortage of Fighter Crews in U.K. Stated in Cable No. K-3864 dtd 23 Feb. 1944
Assistant Chief of Air Staff, OCAF 12 March 1944
Chief of the Air Staff 3

General Giles approves your action recommended in Paragraph 3 of the foregoing comment.

Incl: n/c

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

Dispatched
13 MAR 1944
AGG

452.1 Eng. (333)

~~SECRET~~

File
13 MAR 44

452.1 Eng. (333)

~~SECRET~~

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DECLASSIFIED
DDI lirs.

8 Jan. & 20 June 1974

By ALM/OC LC; Date: 12-12-76

Shortage of Fighter Crews in U.K. Stated in Cable No. K-3664 dtd 23 Feb. 1944

General Craig

1 March 1944

General Giles

1
BMG/hd/3373

1. General Arnold approved this date the forwarding of a cablegram to all theaters having a surplus of pursuit pilots, requesting same be returned to the States or assigned to another theater.

2. Request you take action accordingly.

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

Incl:
Memo to AFCAS fr Gen. Craig
dtd 26 Feb re above subj.
with cable attached

Dispa:cbse1
2 MAR 1944
AMG

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Tell
92 March 1944

AM 452.1 England (333)

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DECLASSIFIED
DDI Hqs.
8 Jan. & 20 June 1984
By A.D./G.G. LC. Dec. 18-12-76

A-26 Airplanes for South East Asia Theatre

Chief of the Air Staff

24 Feb 44

AG/AS, Plans

HNB/ag/71172 ¹

Attached draft of letter in reply to letter 14 February 1944 from the British Joint Staff Mission above subject prepared for General Giles' signature.

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

Encl -

Draft of letter disc'd abv
& orig letter 14 Feb 44 from
BHM, Air/C Wurburton

452.1 Eng.

(332)

Dispatched
26 FEB 1944
AAG

*File 71172
24 Feb 44*

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452.1 Eng. (335)

~~SECRET~~

DECLASSIFIED

EOD 08

P.L. 420 June 1974

By AAF/06-10 Date 12-12-74

DECLASSIFIED

with: 23 February 1944

Air Commodore P. Warburton
 British Joint Staff Mission
 Offices of the Combined Chiefs of Staff
 Washington, D. C.

Dear Air Commodore Warburton:

This will answer your letter of 14 February 1944 requesting an allocation of A-26 airplanes for strategical reconnaissance in the South East Asia Theatre, for use in the planning of future operations.

The A-26 is a low altitude airplane which, combined with other characteristics, makes it unsuitable for strategical reconnaissance. Present requirement for this airplane as replacement for the B-26 in the AAF program indicates that none will be available during 1944.

You may advise the Air Ministry that the new models of the P-5 (P-38) aircraft are superior Photo-Reconnaissance airplanes equipped with additional wing tanks and 300 gallon droppable tanks, which increase the range to a maximum greater than any other British or American aircraft that can operate in this type of work over enemy defended territory. Two P-5 squadrons are now in the CBI Theatre; these squadrons will be gradually re-equipped, by attrition, with the new series P-5s. Two other squadrons are due to depart for India by May with this new type aircraft. A Combat Mapping Squadron equipped with P-7 (B-24s) is now enroute to the CBI Theatre for intended operations in India. The P-7 is to be used as a supplement for the P-5 when the latter aircraft is not available.

Yours sincerely,

~~SECRET~~

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

file
 2-24-44

~~SECRET~~

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DECLASSIFIED
EX-115
8 Jan & 26 June 1974
By
LC/Date

~~SECRET~~
CLASSIFIED

File #
Date

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON 19th & Constitution Ave. N.W.

AIR STAFF

February 14, 1944

Dear General Giles,

The Air Ministry are anxious to take some steps to meet the pressing need for strategical reconnaissance in the South East Asia theatre. At present no strategical reconnaissance can be carried out in that theatre and thus no sound basis is obtained for the planning of future operations, on account of the lack of a small number of photographic reconnaissance aircraft with the necessary range for the purpose. The minimum radius required is 1,500 land miles and the Liberator has proved tactically unsuitable. We have no British aircraft available for this purpose and we think that carrier borne aircraft would be very unsuitable and a costly means of effecting reconnaissance.

It is realized that the South East Asia theatre was not accorded a high priority at Sextant but you will appreciate that planning for future operations cannot be done in the absence of intelligence.

As this is a combined theatre I am instructed to ask whether you would consider the allotment of a small number of the PR version of the A.26. The Air Ministry suggest an establishment of 20 which would require to be supported by a flow of 5 aircraft per month. The aircraft could be manned either by U.S.A.A.F. or R.A.F., whichever would be the more convenient for you.

In the absence of my Air Marshal who, as you know, is on tour with General Arnold, I thought it advisable to forward this request to you as soon as possible since the Ministry regard the matter as one of some urgency.

I should be very grateful if you would be kind enough to let me know whether you can help in this matter.

Yours sincerely,

F. Warburton,
Air Commodore

Major General Barney M. Giles
Chief of Air Staff, USAAF
Room 3E1007, PENTAGON BUILDING

~~SECRET~~
RECLASSIFIED

DECLASSIFIED
DDP lrs
8 Jan & 20 June 1974
By: ALC/88 LC Date: 12-74

CAS - 3973

ENGINE

24 February 1944

MEMORANDUM FOR GENERAL ARNOLD:

Subject: Route for B-29's.

1. The following route is proposed for B-29's to Calcutta:

Depart	Marietta
1st landing	Burunda
2nd "	Marrakech
3rd "	Cairo
4th "	Calcutta

2. Directive has been issued to the Air Transport Command to have qualified personnel brief the B-29 crews on this route.

3. The B-29 scheduled for England is going over the Southern route as far as Natal, then North to Marrakech and to England.

4. The second airplane to do the survey route through South America and Central Africa, has been cancelled.

5. Distances between places of landings are as follows:

From	To	Miles
Marietta	Burunda	1150
Burunda	Marrakech	1300
Marrakech	Cairo	2300
Cairo	Karachi	2300
Karachi	Calcutta	1400

452.1 Eng 331

2/23/44
Approved
W. H. H. Arnold

Dispatched - To OC+R
25 Feb 1944
AAG

DANNY M. JILES,
Major General, U. S. A.
Chief of the Air Staff.

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RECLASSIFIED

File 452.1
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452.1 Eng (331)

Major McKenzie/cjj/5692
Room 4E 1086
17 February 1944

DECLASSIFIED
DD Form

8 Jan. & 20 June 1974

By AW/AC LC Date 70-12-76

1st Ind

AFRDB

Hq Army Air Forces, Washington 25, D. C. FEB 22 1944

To: Commanding General, Air Transport Command, Washington, D. C.

1. Request in basic communication is disapproved. H2X is installed only in B-24H aircraft which is equipped with a Stromberg carburetor. The fuel consumption of this carburetor has been such in the past as to render 2750 gallons of fuel adequate for safe crossing of the North Atlantic.

2. However, in view of possible future requirements for all B-24 series aircraft making extremely long ferry flights, it is desired that you closely coordinate in the range tests now being conducted by the Materiel Command and the manufacturer on the Ceco carburetor in comparison with the Stromberg.

3. In connection with the subject movement of aircraft, directive "Accelerated Movement of H2X Airplanes", 26 January 1944 is amended to the extent necessary to allow you the choice of any alternate route to the United Kingdom when it appears weather conditions will unduly delay any Northern crossing. The sole aim is to deliver these aircraft in the least possible time.

-By command of General ARNOLD:

HOYT S. VANDENBERG
Brig. General, U. S. Army,
Deputy Chief of Air Staff.

*Cy. of basic communication (lt. ltr. 1/27/44 from
Acting AC/S, Operations, AOC to Cg, AAF) in Central File.
Attached memo explains in full the above 1st Ind.*

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By
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~~CONFIDENTIAL~~

DECLASSIFIED
DDO 1175
8 Jan. & 23 June 1974
FORM 1-62 (GPO) 10-7-74

AFRDS

139 FEB
19 FEB 1944

MEMORANDUM FOR BRIGADIER GENERAL CRAIG:

Subject: Delivery of H2K Aircraft to United Kingdom.

I. Situation

1. Upon recommendation of this office and in order to expedite delivery of H2K aircraft to the United Kingdom, General Vandenberg directed Air Transport Command on 27 January to ferry these aircraft by the northern route. In the attached letter, Air Transport Command objects to this directive insofar as it pertains to B-24 type aircraft. Their objection is based upon their observation that fuel consumption of the new Cocco type carburetor, which is installed in B-24J aircraft, is too excessive to permit ferry flights above 10,000 feet.

a. The objection of Air Transport Command in this case is unwarranted inasmuch as the "B-24H" airplanes having H2K equipment installed are equipped with the Stromberg carburetor. Past experience has proven that consumption of this carburetor has been such as to permit a safe northern crossing, with ample reserve, out of 2,750 gallons.

b. To immediately remedy the unsatisfactory ferry performance of the new Cocco carburetor, ferry jets were installed to be used between 1000 and 10,000 feet altitude. However, these jets are unsatisfactory for the northern crossing because they will not function efficiently above 10,000 feet having excessive fuel consumption. WMAA is now conducting tests on a permanent change in the carburetor for overall improved performance at all altitudes. Meanwhile both Air Transport Command and Eglin Field are conducting performance tests with the old Cocco carburetor to determine its specific fuel consumption.

c. While weather along the northern route has been excellent this winter to date, it is possible that a siege of unflyable weather might close this route for a prolonged period; to prepare for such a possibility, it appears advisable to authorize Air Transport Command to select an alternate route via the Azores or South Atlantic to insure minimum delay in delivery of aircraft.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

19 FEB 1944

II. Recommendations

Recommend that General Vandenberg sign the attached let Indorsement.

III. The delay in answering this letter has been due to time necessary to obtain information as to results of tests run on Coos carburetors and to verify the installation of the Stromberg carburetor on H2K equipped B-24 aircraft. Pending accomplishment of above, close contact has been maintained with Air Transport Command to insure that delivery of subject aircraft was not delayed in any way.

1 Incl:
Ltr fr ATC, dtd 27 Jan '44
Subj: Dispatching B-24 Air-
craft over the North Atlantic,
w/1 ind.

MERVIN E. GROSS
Brigadier General, U. S. A.
Chief, Requirements Division
Office of Asst. Chief of Air Staff,
Operations, Commitments and Requirements

~~CONFIDENTIAL~~

Copy 453.1/1/2 (301)

~~SECRET~~

Microfilm

AFRDB/Lt. Col. Rothbrook/
mlk/71608/Sm 48116
wrt. 15 Feb 1944

DECLASSIFIED
DDO RRS

8 Jan. & 30 June 1974
By: Date:

FEB 22 1944

SUBJECT: H2X Pathfinders for the Strategic Air Forces

TO: Commanding General
Hq., U.S. Strategic Air Forces in Europe
A.P.O 633, c/o Postmaster
New York, N. Y.

1. In answer to your letter of 14 January 1944, subject: H2X Pathfinder Aircraft for the Strategic Air Forces, we are adhering to your suggested plan with the following exceptions:

a. The Eighth Air Force was given priority over the Fifteenth Air Force on the first modified airplanes for two reasons:

- (1) Trained personnel were available in the Eighth Air Force;
- (2) Your immediate desire for the delivery of the airplanes in the United Kingdom.

b. Due to the immediate necessity for airplanes, installations were made as fast as the sets were procured. Consequently, at this date, your spare equipments are now being shipped, and we will endeavor to reach the level of spares that you requested as soon as possible.

2. It was realized that adequate training was impossible due to the necessity of forwarding the first airplanes immediately, and it was indeed fortunate that trained personnel were on hand in the Eighth Air Force to take care of the initial surge of airplanes. Your permission for a two-week delay for training purposes, after approximately thirty B-17's and fifteen B-24's were dispatched, will, in the future, permit us to furnish fully trained personnel.

3. Colonel K. K. Crompton returned from the Fifteenth Air Force with twelve navigators to monitor the H2X Pathfinder airplanes for the Fifteenth Air Force. At present, he is shaking down the airplanes and

*SAB
4/21
Emp.
(3-7)*

AFRDB AFREQ ARSER AFDAS AFCAS COAAF

~~SECRET~~

AFDAS file

~~SECRET~~

training his lead navigators. This unit should be ready to depart the 1st of March with approximately fifteen B-17's and fifteen B-24's, all with completely trained operational and maintenance personnel.

4. Reference to the thirty APS-15 spares needed immediately, twelve are enroute and the rest will be dispatched this month. Lt. Colonel W. S. Cowart, representative of the Eighth Air Force, will have complete knowledge of the program from our side. Colonel Cowart intends to return to the Eighth Air Force on or about 1 March.

5. Due to the critical shortage of APS-15 equipments against installations and your requirements for depots for the Eighth Air Force, the total number of spare equipments, other than those installed in airplanes, are as follows:

Eighth Air Force -- 50
Fifteenth Air Force -- 20

These totals are the allocation deliveries of equipment from the manufacturer through the end of March, and they are being shipped in APS-15 equipped airplanes as fast as they are delivered from the manufacturer.

6. It is expected that the Strategic Air Force will have by 15 April sufficient Pathfinder airplanes to equip thirty groups at the level of your request of six Pathfinders per group.

7. The detailed requirements contained in your letter are now being processed personally by General Craig and General McClelland.

For the Commanding General, Army Air Forces:

HOYT S. VANDENBERG
Brig. General, U. S. Army,
Deputy Chief of Air Staff.

~~SECRET~~

~~SECRET~~

DECLASSIFIED
DATE 03/15/94
BY A121/AG

HEADQUARTERS

UNITED STATES STRATEGIC AIR FORCES IN EUROPE
Office of the Commanding General
APO 633

14 January 1944

SUBJECT: H2X Pathfinders for the Strategic Air Forces.

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

1. Dr. Bowles, Col. Maxwell, and their party have conferred with members of my staff on the Radar bombing problems of the United States Strategic Air Forces. We have arrived at a solution of these problems and have decided on a policy of distribution of the temporarily limited supply of H2X equipment and trained personnel to meet the urgent needs of the Eighth and Fifteenth Air Forces. To hasten the implementation of this program, the more critical parts of it have been transmitted to Washington in a teletypewriter conference participated in by Dr. Bowles, General Anderson, Dr. Griggs, and others here, and by General McClelland and representatives of General Craig. A transcript of this conference is given in Appendix A. The purpose of the present letter is to convey to you a complete statement of our planned program, and an estimate in detail of the steps required to put it into effect.

2. Results of the past two months' extensive use of Pathfinder (H2X) aircraft in the Eighth Air Force has shown that the equipment offers enormous possibilities for further intensification of the bombing offensive against Germany. Because of the prevalent cloud cover over the targets, it has not been possible to photograph the damage from each mission. While complete assessment of the accuracy of H2X bombing is therefore impossible, we do know that large concentrations of bombs hit precisely in the aiming point at Kiel, Wilhelmshafen, and Bremen - the only targets where photographic interpretation was possible after a large H2X operation. These strikes indicate that the potential accuracy of H2X bombing justifies the highest priority in providing this equipment on the scale recommended herein. The original twelve B-17's with experimental H2X sets built by hand in the Radiation Laboratory have led seventeen out of the twenty missions by the Eighth Air Force in the last two months. Cloud has prevented visual operations nine-tenths of the time.

Because of the probability of a Pathfinder ship suffering equipment failure or battle damage, it has been necessary to use them in pairs to lead combat wings. The small number of Pathfinders available has thus forced the Eighth Air Force to extreme methods to utilize the full weight of its bombers. On a normal mission seven Combat Wings of B-17's and 2 Combat Wings of B-24's release their bombs on signals from five H2X airplanes. Manifestly, it is impossible to approach the over-all accuracy of which the equipment is capable where so few leaders drop the bombs of more than five hundred airplanes.

~~SECRET~~

3. The few Pathfinders of the 482nd Group have made an outstanding contribution to our war against Germany. By their mastery of the new art of bombing through overcast, the Eighth Air Force has been able to operate many times during the last few months under weather conditions which heretofore have grounded the force.

We feel that the achievement of the Pathfinder Group merits a Presidential Citation. The formal recommendation for this citation is now being prepared and will be forwarded to you.

4. The most critical need of the Strategic Air Forces is for more Pathfinder aircraft. A few B21 airplanes now will profit our cause more than several hundred in six months.

5. The details of our policy and planning, together with our detailed needs to implement this program are contained in the attached appendixes.

6. At my request, Dr. Bowles is lending Dr. Griggs of his office, who will be attached to my staff to assist in carrying out this critical program.

7. I am asking Dr. Bowles to carry this message to you personally. He has kindly offered to look out for our needs in Washington as part of his service to you. We greatly appreciate the visit of Dr. Bowles and have profited largely thereby.

CARL SPAATZ
Lieutenant General, USA
Commanding

Enc 4:

- Appendix "A" - B21 Requirements for SAF
- Appendix "B" - B21 Pathfinders for SAF - equipment for each heavy bomb group
- Appendix "C" - B21 Pathfinders for SAF - equipment for Air Service Command depot
- Appendix "D" - Transcript of Teletypewriter Conference of 8 January 1944

~~SECRET~~

AFRDB/Lt. Col. Rothrock/
alk/71408/Rm 4K116
wrta. 15 Feb 1944

DECLASSIFIED

DSO Rts.

8 Jan. & 20 June 1974

By ALC/EG LC: Date 10-12-74

FEB 22 1944

SUBJECT: H2X Pathfinders for the Strategic Air Forces

TO: Commanding General
Hq., U.S. Strategic Air Forces in Europe
A.P.O 693, c/o Postmaster
New York, N. Y.

1. In answer to your letter of 14 January 1944, subject: H2X Pathfinder aircraft for the Strategic Air Forces, we are adhering to your suggested plan with the following exceptions:

a. The Eighth Air Force was given priority over the Fifteenth Air Force on the first modified airplanes for two reasons:

- (1) Trained personnel were available in the Eighth Air Force;
- (2) Your immediate desire for the delivery of the airplanes in the United Kingdom.

b. Due to the immediate necessity for airplanes, installations were made as fast as the sets were prepared. Consequently, at this date, your spare equipments are now being shipped, and we will endeavor to reach the level of spares that you requested as soon as possible.

2. It was realized that adequate training was impossible due to the necessity of forwarding the first airplanes immediately, and it was indeed fortunate that trained personnel were on hand in the Eighth Air Force to take care of the initial surge of airplanes. Your permission for a two-week delay for training purposes, after approximately thirty B-17's and fifteen B-24's were dispatched, will, in the future, permit us to furnish fully trained personnel.

3. Colonel K. E. Copton returned from the Fifteenth Air Force with twelve navigators to monitor the H2X Pathfinder airplanes for the Fifteenth Air Force. At present, he is shaking down the airplanes and

AFRDB

AFREQ

AFGCR

AFDAS

AFCAS

CGAAF

~~SECRET~~

AFCAS file

Handwritten notes on the right margin: "AFRDB 45811" and a circled number "577".

~~SECRET~~

training his lead navigators. This unit should be ready to depart the 1st of March with approximately fifteen B-17's and fifteen B-24's, all with completely trained operational and maintenance personnel.

4. Reference to the thirty APS-15 spares needed immediately, twelve are enroute and the rest will be dispatched this month. Lt. Colonel W. S. Cowart, representative of the Eighth Air Force, will have complete knowledge of the program from our side. Colonel Cowart intends to return to the Eighth Air Force on or about 1 March.

5. Due to the critical shortage of APS-15 equipments against installations and your requirements for depots for the Eighth Air Force, the total number of spare equipments, other than those installed in airplanes, are as follows:

Eighth Air Force — 50
Fifteenth Air Force — 20

These totals are the allocation deliveries of equipment from the manufacturer through the end of March, and they are being shipped in APS-15 equipped airplanes as fast as they are delivered from the manufacturer.

6. It is expected that the Strategic Air Force will have by 15 April sufficient Pathfinder airplanes to equip thirty groups at the level of your request of six Pathfinders per group.

7. The detailed requirements contained in your letter are now being processed personally by General Craig and General McClelland.

For the Commanding General, Army Air Forces:

~~SIGNED~~

HOYT S. VANDENBERG
Brig. General, U. S. Army,
Deputy Chief of Air Staff.

Disseminated
20 FEB 1945
2000

~~SECRET~~

As of 22 Feb 1945

SECRET

REF ID: A66555

DECLASSIFIED

DND 28
8100 2-21-74
By ALN / 86

H2X Pathfinders for the Strategic Air Forces.

Secretary of Air Staff

18 Feb 1944

AC/AS, Operations, Commitments and Requirements

1

A letter, subject as above, is attached for signature.

Incl.

Ltr to CG, Hq. U.S.
AF's in Europe.

WILLIAM F. McKEE
Colonel, Air Corps
Deputy Asst. Chief of Air Staff
Operations, Commitments & Requirements

W.F. McKee
453.1 Eng. (327)

SECRET

452.1 Eng. (327)

DECLASSIFIED

DDO (S)

8 Jan. & 20 June 1974

By AAAG AC, Date 12 Feb 76

DECLASSIFIED

AAAG
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AWAEP

WLB:mec

71127

wtn: 11 Feb 64

15 FEB 1964

Air Marshal Sir William L. Welsh
British Joint Staff Mission
Offices of the Combined Chiefs of Staff
Washington, D. C.

My dear Welsh:

The agreement between Air Chief Marshal Courtney and myself covering equipping of four Army Air Forces squadrons in the Mediterranean with Mosquito night fighters was indefinite as to both time and numbers. I am forced to concur in Courtney's belief that the British squadrons in the United Kingdom should be equipped with Mosquito night fighters prior to the equipping of Army Air Forces squadrons in the Mediterranean. However, I believe that with the attrition that the squadrons in the United Kingdom are suffering, an allocation to the Mediterranean Theatre of at least some Mosquito night fighters will be possible at a date earlier than the second half of 1964.

WLB
455.1 Fin.
324

The main purpose of our requesting this allocation from the Royal Air Force was, of course, to form at as early a date as possible the nucleus of a trained organization around which we could build a larger force and the sooner we can start the better. Our exchange of letters forms the broad basis of our understanding but it is not specific enough to establish the principle of supporting the re-equipping of the squadrons.

I talked to General Baker and Air Marshal Slessor on this subject when I was in Italy and they concurred in the thought that the Army Air Forces squadrons should be equipped with the most modern type night fighter as soon as possible even at the expense of rolling up some Royal Air Force squadrons in that Theatre.

Yours sincerely,

Barnet M. Giles

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

Dispatched

15 Feb 1964
AAG

File 455.1 Fin.
AAAG

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DECLASSIFIED

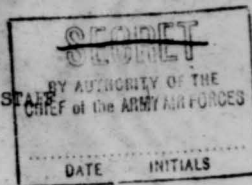
DDO d/s

8 Jan. & 20 June 1974

By Act 7/8 DC, Date 12-12-76

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON, DC

~~SECRET~~
DECLASSIFIED



Air Staff

7th February, 1944.

Dear Barney:

I attach a copy of a letter Courtney gave me just before I left London. I am afraid I delayed slightly in sending it over to you, but I was waiting for some further information, which I find is irrelevant.

I wonder if you can let me have your answer and I will transmit it to Courtney.

Yours sincerely

(S)

W. L. Welsh,
Air Marshal.

wtn: Gen Jamison -
I approve - write
letter for my sign -
BMG

Major-General Barney M. Giles,
Chief of the Air Staff,
Room 3 E 1007
Pentagon Building

COPY

~~SECRET~~
DECLASSIFIED

COPY

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DECLASSIFIED
DOD #15

8 Jan. & 20 June 1974
By ADM/OSIC Date 12-12-74

BY AGENCY OF THE
AIR MINISTRY, OF THE BRITISH AIR FORCES

BUSH HOUSE (S.E. WING)
DATE INITIALS

KINGSWAY, W.C.2.

AME 0/97/2.

21 January, 1944.

(wtn) My dear Barney,

U. S. A. A. F. NIGHT FIGHTER SQUADRONS
IN MEDITERRANEAN THEATRE

I refer to your letter dated 15th January, 1944 (copy attached for easy reference) on which I wrote "agreed."

I believe I may have inadvertently misled you as to the date when the four US squadrons can be re-equipped from Beaufighters to Mosquito. The position is that a number of British Night Fighter Squadrons in the U.K. are still equipped with the Beaufighter and I believe you would agree that they should have priority over Squadrons in the Mediterranean theatre. The Mosquito Night Fighters are coming through very slowly and I am afraid that it will not be possible to begin the re-equipment of the Mediterranean Squadrons until the second half of the year. In the meantime, however, we can maintain these Squadrons with Beaufighters.

I therefore ask you to agree that priority should be accorded to the re-equipment of the U. K. Squadrons and that the re-equipment of your four Squadrons in the Mediterranean should be effected as early as possible in the second half of the year.

Yours sincerely,

Major General B. M. Giles,
Chief of the Air Staff,
Headquarters, Army Air Force,
WASHINGTON, D. C.

(s) Chris Courtney

~~SECRET~~
SECRET

DECLASSIFIED
DOD ltr.

8 Jan. & 20 June 1974

By ~~Army~~ ~~CG~~ JC. Date ~~12-12-76~~

~~SECRET~~

COPY

HEADQUARTERS
ARMY AIR FORCES
WASHINGTON, D. C.

SECRET	
BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES	
DATE	INITIALS

15 January 1944

Air Chief Marshal Sir Christopher L. Courtney,
KCB, CBE, DSO,

Air Ministry,
London, W.C. 2

My dear Courtney:

This will confirm verbal agreement of 14 January 1944 with reference to Mosquito Nightfighters for the U. S. Army Air Forces for the first half of 1944. It is agreed, subject to the agreement of the Air C.-in-C. of the M.A.A.F., that the RAF will provide Mosquito Nightfighters to re-equip and maintain the four U. S. Army Air Forces nightfighter squadrons now in the Mediterranean Theatre presently equipped with Beaufighters. The re-equipping of these U. S. Army Air Forces squadrons is to be accomplished by allotment of aircraft from the RAF directly to the U. S. Army Air Forces Commander in the Mediterranean. It is understood that the re-equipping of these squadrons will take place at attrition rates or more rapidly should the aircraft become available for this purpose.

I appreciate your cooperation in this matter and I am sure you realize the importance of our having a nucleus of personnel trained on this equipment that will be available for future operations at a later date in some other theatre of war.

Yours sincerely,

(Sgd.) BARNEY M. GILES

Maj.-Gen.
Chief of the Air Staff.

Agreed.
(Initld) C.L.C.

~~SECRET~~

~~SECRET~~
CLASSIFIED

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8 Jan 8 01 June 1975
By: AUM/SC LCI Date: 12-12-74

APAEF
WMB:mcg
71127
wtm: 11 Feb 44

15 FEB 1944

Air Marshal Sir William L. Welsh
British Joint Staff Mission
Offices of the Combined Chiefs of Staff
Washington, D. C.

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Yours sincerely,

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

See A/145215 sq. (394)

15 Feb 1944
AAG

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~~SECRET~~

File 1074

See 4043215-732

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By AIA/AG 100 000 00 12-76

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON, DC

Air Staff

7th February, 1944.

Dear Barney:

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Yours sincerely

(S)

W. L. Welsh,
Air Marshal.

wtn: Gen Jamison -
I approve - write
letter for my sign -
BMG

Major-General Barney M. Giles,
Chief of the Air Staff,
Room 3 E 1007
Pentagon Building

SECRET

COPY

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DECLASSIFIED
DDI ftrs
8 Jan. 8 23 June 1974
By AIR/86 LC, Date 18-12-74

AIR MINISTRY,
BUSH HOUSE (S.E. WING),
KINGSWAY, W.C.2.

AMS 0/97/2.

21 January, 1944.

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Yours sincerely,

Major General B. M. Giles,
Chief of the Air Staff,
Headquarters, Army Air Force,
WASHINGTON, D. C.

(s) Chris Courtney

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DOD 485
1 Jan 60
By 424/30

COPY

HEADQUARTERS
ARMY AIR FORCES
WASHINGTON, D. C.

15 January 1944

Air Chief Marshal Sir Christopher L. Courtney,
KCB, CBE, DSO,

Air Ministry,
London, W.C. 2

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Yours sincerely,

(Sgd.) BARNEY M. GILES

Maj.-Gen.
Chief of the Air Staff.

Agreed.
(Initld) C.L.C.

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JAN 17 1944

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DECLASSIFIED
DDO ltr
8 Jan 4 20 June 1974
By ASD / 66 JC Date 11-16-74

Letter to Air Marshal William L. Welsh

Chief of the Air Staff

11 Feb 44

AGAS Plans

1

see 71127

Attached draft of letter to Air Marshal Sir William L. Welsh re U.S.A.A.F. night fighter squadrons in Mediterranean Theatre prepared for General Giles' signature.

O. C. JAMISON,
Brigadier General, U. S. A.,
Chief, Logistics Division.

Incl - drft ltr to
AM Welsh prep'd for
Gen Giles' sign; ltr frn
Courtney; ltr frn Giles.
; Itr 7 Feb 44 frn AM Welsh

~~SECRET~~

Att no 4521 3201

~~SECRET~~

DECLASSIFIED
DDO IIS
9 Feb 80 June 1974
By ASW/AG LC, Date 12-12-76

Erection of Aircraft in the U. K.

AG/AS, MMAD, General Echols

8 Feb 44

Chief of the Air Staff

1

MAL/ee/72141

1. The Chief of the Air Staff directed that you be furnished the following excerpt from a teletype conference which he had this morning with General Knerr for your information only:

GILES:

"General Arnold has been very much perturbed over the fact that the pursuit airplanes scheduled for pursuit groups to the 9th Air Force have not been set up and delivered. This subject was discussed with General Miller who is now in Washington and he suggested that General Knerr take from five hundred to one thousand qualified enlisted personnel from his command to aid in setting up the pursuit aircraft. If this is not treatable and you need additional help from the States, I believe that we can send over to you approximately five hundred civilians who are trained in setting up P-38's, P-51's, and P-47's. I believe the civilians should be sent over as a last resort since they would require housing, messing and other facilities which may place a burden on your command. In case you want these civilians they could be made available to you for approximately 90 repeat 90 days on a temporary assignment. Suggest that you use available forces if such forces are adequate. Would like your comment now or later as to what your plans are."

KNERR:

"Capacity for assembly of aircraft at BADA is:

	P-47	P-51	P-38	Total
SPEKE	150	360	---	510
RENFREW	210	90	---	300
1st BAD	---	---	180	180
3rd BAD	---	---	250	250
	360	450	430	1240

"We do not need nor can we use any additional personnel. Limiting factors have been lack of aircraft to keep production lines full, limited port capacity to unload aircraft where they can be assembled and compliance with operation policy that requires aircraft

See O/S 45-211 (3-25)

~~SECRET~~

SECRET

Erection of Aircraft in the U.K. (cont'd)

to be delivered to the 8th Air Force to support the bomber offensive as well as to the 9th for training purposes. Attention invited to fact there are but two operational groups in 8th Air Force and 9th Air Force was unable to accept 37 P-51 aircraft offered to them several days ago. All fighter groups scheduled to be here by end of month will have received 75 aircraft per group."

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

Dispatched
8 FEB 1944
AAG

*File
in 10 Feb 44*

SECRET

Air Mail #52,1 England (323)

SECRET

DECLASSIFIED

DDO 105

8 Jan & 20 June 1976

By ALM/gc LC Date 10-12-76

RAF Crew from U.K. to Test B-29.

Copy 450.1 Aug. 3222

To: AC/AS, O.C. & R.

Date: 2 Feb. 1944.

From: Deputy Chief of Air Staff.

Comment No. 2
WRB/gwd/6458

1. Confirming conversation with Captain Stebbins, it is desirable that General Saunders be advised informally of the impending visit by your office. Formal directive is being dispatched.

Incls. w/d

Dispatched
8 FEB 1944
WRB

HOYT S. VANDENBERG,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

SECRET

Copy for Miss Ingram

Am 450.1 Aug 3222

~~SECRET~~

DECLASSIFIED
000 hrs
8 Jan 4 29 June 1974
By: AIC/OC/LC Date 12-12-76

RAF Crew from U.K. to Test B-29

Deputy Chief of Air Staff
(Lt. Col. W. R. Burt)
AC/AS, OC&R

2 Feb. 1944

Capt Stebbins/ltm/5448

1. Attached is a recommended reply to Air Commodore P. Warburton, for signature by General Perrin.

2. Also attached is a recommended letter for signature by Gen. Perrin to the Commanding General, XI Bomber Command, advising him of the proposed visit of the RAF officers and requesting that arrangements be made for them to examine and fly a B-29.

Incls.

- Res. Reply to Air Commodore P. Warburton.
- Res. Reply to CG, XI BC

VHB Project Office _____

To: AC/AS, OC&R

Date: 2 Feb. 1944

From: Deputy Chief of Air Staff

Comment No. 2
WRB/gwd/5458

1. Confirming conversation with Captain Stebbins, it is desirable that General Saunders be advised of the impending visit. Formal notifications are being dispatched.

Incls. w/d

HOYT S. VANDERBERG,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

~~SECRET~~

CCR

~~SECRET~~

AFOCR/Capt Stebbins/5446
Wrtn 2 Feb '44.
Rewritten 2 Feb '44
DAS/Col. Burt/ia/5458

DECLASSIFIED
DDO 11/5

2 February 1944

8 Jan & 20 June 1974
By ALN/REG/ Date 10-12-76

Air Commodore P. Farburton
British Joint Staff Mission
Offices of the Combined Chiefs of Staff
Washington, D. C.

Dear Peter,

Inasmuch as General Perrin is temporarily absent from this Headquarters, your letter of 21 January 1944 concerning G/Capt Waghorn and party's visit to examine and fly the B-29 has been referred to me for reply.

Arrangements have been made to have the Waghorn party report to Brigadier General L. G. Saunders, Commanding General, IX Bomber Command at Smoky Hill Army Air Field, Salina, Kansas. General Saunders will make a B-29 and crew available so that the R.A.F. officers may inspect the airplane and fly it. Will you be good enough to impress on the party the extreme pressure under which the IX Bomber Command is working in order to meet its operating deadlines.

Also, I understand that you are planning to let General Perrin know the date when General Saunders may expect these officers to arrive at Salina. Will you let me know instead?

Yours sincerely,

Signed

HOYT S. VANDENBERG
Brigadier General, U. S. A.
Deputy Chief of the Air Staff

Handwritten: 458.1 Eng 322

Handwritten: File 7/10/44
C. 3/10/44
322

COPY FOR AIR A.G.

~~SECRET~~

~~SECRET~~

AFCR/Capt Stebbins/1tm/5446

Rewritten:

AFTAS/Col Burt/1s/5458

~~SECRET~~

DECLASSIFIED

DDO 10s

8 Jan. & 29 June 1974

By ALN/AG LC Date 10-12-76

2 February 1944

SUBJECT: Visit of R.A.F. Officers to XX Bomber Command

TO: Commanding General, XX Bomber Command,
Smoky Hill Army Air Field, Salina, Kansas

1. Arrangements have been made for a group of nine (9) R.A.F. officers, headed by Group Captain P. J. Waghorn, to come to this country in the very near future to inspect and fly a B-29.

2. Air Commodore P. Warburton of the British Joint Staff Mission, who is handling the arrangements for the visit of these officers, has been notified that they should report to you, upon arrival. The exact date of arrival will be communicated as soon as it is ascertained.

3. It is desired that you make available one of your training B-29's and a crew in order that the British Officers may examine the airplane, view its operations in flight and fly it themselves if they so desire after appropriate familiarization. It has been requested that this party be instructed by the British Delegation in Washington as to how pressed your Command is in regard to time, so that your operations are not unduly interrupted by the visit.

By command of General ARNOLD:

~~SECRET~~

HBT S. VANDENBERG
Brigadier General, U. S. A.
Deputy Chief of the Air Staff

Dispatched
3 Feb 1944
AMS

ALN 452.1 Eng. (322)

COPY FOR AIR A.G.

~~SECRET~~

ALN 452.1 Eng. (322)

DECLASSIFIED

EOG 115

8 Jan. & 20 June 1974

By ALN/OCUC, Date 10/12/76

~~CONFIDENTIAL~~

a a me

10 FEB 1944

Colonel Francis H. Griswold
Headquarters VIII Fighter Command
APO 637, AAF Station F-34
C/O Postmaster
New York, New York

Dear Griswold,

In answer to the questions outlined in your memorandum to me, subject "Improvement of Fighter Airplanes", the following information will be of considerable interest to you.

a. P-38J's

(1) Need for additional cockpit heat: The P-38J-15's have started coming off the line in December and have approximately twice as much cockpit heat provided as do previous models. The former setup consisted of one intake for gun heat; new models have an electrical gun heating system, and two intakes running through the manifold into the cockpit for pilot heat. The ventilating problem is being constantly studied at Materiel Command in conjunction with continuous tests for better type canopies for fighter aircraft.

(2) Rearward visibility: The rearward visibility of the P-38's would be improved by the replacing of the present armor plate behind the pilot with the new bullet proof glass. However, this would call for the addition of 25-30 pounds of weight. Combat theaters have been queried as to their choice between present back armor plating or a substitution of bullet proof glass. General opinion did not favor the bullet proof glass, and a recommendation has been forwarded that no change be incorporated.

(3) Fully Automatic Boost Control: With reference to providing fully automatic boost controls, the General Electric M-5 turbo regulator linked to an Allison boost control has been under test for some time and is now scheduled for incorporation in production line aircraft. The above combination will provide fully automatic boost control. An order for 8,000

545 452.1 Eng (321)

Cc for Gen Miles

~~CONFIDENTIAL~~

452.1 Eng

(321)

~~CONFIDENTIAL~~
RECLASSIFIED

B-5 turbo regulators has been placed. Further investigation is presently being made of an Allison boost control that is also fully automatic.

(4) Turbo regulation at high altitudes: It is presumed that question in basic communication on this line refers to the lack of over-speed control which requires the pilot to keep constant watch to prevent overspeeding of the turbo. The incorporation of the General Electric B-5 turbo regulator will eliminate this difficulty provided the turbo incorporates an overspeed cover. Tests are currently under way at Vandalia under the supervision of General Electric and the Army Air Forces Engineering personnel.

(5) Improved ignition harness for better engine performance at altitude: The furnishing of data that will eliminate general ignition harness difficulties cannot be presented without detailed information regarding the types of trouble encountered. In this connection, the incorporation of the new 5 mm neoprene cable has eliminated the majority of difficulties encountered with ignition harnesses. It is understood that this cable is available in United Kingdom. If a portion of the reported harness ignition difficulties is attributed to spark plugs, the LS-86 model plugs are not available in United Kingdom. This spark plug is proven to be superior to other models for use in W-1710 engines. Gap wear of the spark plug is approximately one half of other spark plugs. These spark plugs should be changed at 50 hour intervals to insure satisfactory performance. Other types of spark plugs, C-348 and C-358 if used, must be re-gapped at 35 hour intervals. If the C-348 and C-358 plugs are used, except for short duration, flight should be restricted to not over 35,000 feet.

b. P-47

(1) Automatic controls (with manual override) for oil shutters, intercooler shutters and cowl flaps: With reference to providing automatic control (with manual override) for oil cooler shutters, intercooler shutters, and cowl flaps, Republic Aviation have experimental installations of the above equipment in a P-47J airplane incorporating an B-2800C engine. Flight tests have been underway but are now held up, pending an engine change. The above-mentioned controls are manufactured by General Electric and, as far as can be determined by tests conducted to date, there is every indication that the equipment will be satisfactory. Development of an automatic control incorporating a manual override for intercooler shutters on P-47D airplanes incorporating B-2800B engines is now underway. Since the intercooler shutter control is considered to be the most critical item for this particular airplane, no effort has been made as yet toward obtaining an automatic oil cooler shutter control and cowl flap control for this airplane. However, instructions are now being furnished to incorporate all features in the automatic control for the P-47D airplanes.

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(2) Better rearward visibility: Tests are now under way with a new type of blown glass bubble canopy that will improve forward visibility. This will also improve rearward visibility. This canopy if approved should become the standard equipment some time this spring.

(3) Forward visibility by incorporating bullet proof glass in the wind shield proper: A simple modification of the present type P-47 canopy changes it into a jettisonable canopy. The change mentioned is in the canopy track. This jettisonable canopy will still have the "V" shaped wind screen with the additional bullet proof glass directly behind the "V" shaped wind shield. These type canopies should start coming off the production line around the 10th or 15th of this month. The present aim is that about April of this year the P-47D-23 should start coming off the production line equipped with a bubble canopy and incorporating the flat bullet proof wind shield as a part of the canopy itself.

(4) Jettisonable canopy kits: These will go into production on airplanes intermittently. The holdup in the past has been with casting difficulties; however, this has now been cleared up. About the 10th of February it will become standard item on all P-47's. They cannot, however, be expedited until they become available for production. Republic aircraft has issued a service bulletin covering the jettisonable canopy and kit and will put out Technical Order OL-65-BC-71 covering these kits.

(5) Improved ignition harness for better engine performance at altitudes: With reference to improved ignition harness for better engine performance at altitude, the same statements made above on the P-38J are also applicable to the P-47 airplanes, except that all P-47 airplanes produced prior to 1 January 1944 were equipped with 7 millimeter lacquer and braid ignition cable. The 5 millimeter neoprene cable now available for installation in P-38J airplanes has been universally used for replacement purposes in P-47 airplanes. P-47 airplanes are now being delivered with R-2800-99 engines equipped with the General Electric ignition systems. The General Electric ignition harness is the non-rewireable, filled type assembly, having detachable spark plug leads. The filled ignition harness should definitely be an improvement from a moisture resistance standpoint but, in general, will not improve performance unless moisture definitely is being experienced with the present harness.

c. P-51

The Eighth Air Force, Ninth Air Force, R.A.F., Materiel Division, MM&D, and the British Air Commission have reached a joint agreement that the only official agency who may make request for modification of the P-51 airplane is the "Mustang Committee" with headquarters in the United Kingdom. All recommendations for changes, modifications, etc., in P-51's should be sent through the Mustang Committee and forwarded for concurrence of Operations, Commitments and Requirements, Washington.

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(1) Improved vision to front and rear: No information is available this office concerning the blown parapet hood being manufactured in the United Kingdom. However, the P-51B on which production will start late in the fall of 1944 will have 7 degrees visibility over the nose. The P-51D will have a blown glass canopy. This is the same canopy as will be provided on the P-47D, mentioned previously in this report under P-47's paragraph (2). These two canopies on the P-47D and the P-51D, of course, are not interchangeable.

(2) Addition of two .50 caliber guns to the present armament; The P-51D will be off the line around April from the Inglewood plant and off the line in May or June from the Dallas Plant and will carry six guns.

(3) Replacing present pistons in V-1650-3 engine; With reference to the replacement of present pistons in V-1650-3 engines with the new skirted type piston, so that extra power using the higher grade fuel can be utilized, this type of piston is now being installed when engines are given their first overhaul. V-1650-3 engines coming off production lines are being equipped with these pistons. With reference to the remark relative to the "higher grade fuel", this office is at a loss relative to what higher grade fuel is referred to. If reference is made to the so-called 100/160 grade British fuel, it is desired to point out that this type of fuel is only available in very small quantities and, as now understood, the British have only enough to keep two squadrons serviced. Furthermore, no possibility exists for an indefinite period of obtaining any additional amount of 100/160 fuel.

From the above you can see that many of the projects started by you while in this Headquarters are beginning to bear fruit.

Your ideas and suggestions are always welcome and whenever feasible we will do something about them.

Yours sincerely,

[Signature]

Barney M. Giles,
Major General, U. S. Army,
Chief of the Air Staff.

Dispatched
10 FEB 1944
AAG

~~CONFIDENTIAL~~

Air 03 452.1 Eng (321)

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AFRAL
Capt. Barioni/nh/74381
Wrtn: 1/26/44

DECLASSIFIED
GDD:hrs
8 Jan 8 20 June 1974
By: ALC/EGIC Date: 10-13-76

MEMORANDUM FOR GENERAL CRAIG:

Subject: January 1944 Arnold-Courtney Agreement.

1. Reference is made to message No. W 9644, dated 16 January 1944, from General Giles, which covers the 1944 aircraft allocation agreement between General Arnold and Air Chief Marshal Courtney. The following comments are submitted with reference to the implications of this agreement on the latest Army Air Forces program. This program is based on the estimate of tactical availability prepared as of 4 January 1944 by the AC/AS, MM&D.

2. The allocations for the first six months contained in the Arnold-Courtney agreement are approximately the same as those which were assumed in the tactical availability estimates dated 4 January 1944 (See Tab A). The minor differences between the agreement and the assumed figures will have no serious effect on the program during the first half of the year.

3. The tentative allocations for the second six months indicate several changes from the assumed estimates (See Tab 5). These changes are notably in B-24, B-25, A-20, P-47, C-87 and C-47 aircraft as follows:

B-24 - Employing the availability estimates dated 4 January, there will be a shortage of 827 B-24's in the AAF at the end of 1944. The shortage will be increased by 175 due to the larger number of give-aways in the agreement.

B-26 - Based on the January availability estimates, the combined A-26 and B-26 production will be insufficient to both implement the training progress and provide attrition replacements for B-26 groups. The increased give-away of 222 will further aggravate this situation unless A-26 Production is accelerated.

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AFRAL

Capt. Barioni/nh/74381

Wrtm: 1/26/44

A-20 - It had been anticipated that 180 A-20's would be given away to the British during the last six months of 1944, however, there is no mention of A-20's in the second six months allocation figures in General Giles cable from London. If these aircraft are not given away, they would be in excess of AAF requirements.

P-47 - Unless Fighter groups are augmented to Four squadrons, there will be no requirement for the 168 additional aircraft made available by the Arnold-Courtney agreement.

C-87 - The increased allocation of 28 C-87's reduces the AAF availability from 53 to 25 for this six month's period. This would necessitate a considerable reduction in the Air Transport Command capabilities.

C-47 - It is believed that the decreased availability of 156 C-47's during the second half will not seriously affect the Army Air Forces Troop Carrier program.

4. The Arnold-Courtney agreement allocates 1800 P-39/63 to U.S.S.R. on the United Kingdom account during 1944 which represents an increase of 1650 articles over the previously planned allocation. However, this will not affect this AAF program since these aircraft had been previously scheduled for the U.S.S.R. but on the United States account.

5. The R.A.F. will help equip and maintain, with Mosquitos, the four U.S.S.A.A.F. Night Fighter squadrons presently equipped with Beaufighters in the Mediterranean. This will make available approximately 8 P-61's per month which are urgently needed in other theaters.

6. It should be pointed out that the effect of the revised lend-lease commitments cannot be fully determined until the give-aways to U.S.S.R. and other recipients have been settled.

Attache:

Tab A
Tab B

Col. Kelly

AFRAL

AFROM

AFMMD

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TAB A

"GIVEAWAYS" TO R A F

(Jan to June 1944)

	Assumed in Availability Estimates 4 Jan, 1944	Arnold - Courtney Agreement	Differences
B-17	44	45	/ 1
B-24	333	300	- 33
B-25	92	100	/ 8
B-26	200	200	-
A-20	143	180	/ 37
A-30	360	324	- 36
P-47	400	360	- 40
P-51	268	300	/ 32
C-87	24	24	-
C-47	342	350	/ 8
UC-45	177	150	- 27
UC-61	242	216	- 26
UC-64	<u>3</u>	<u>4</u>	/ <u>1</u>
	2628	2553	- 75

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TAB. B

(July to December 1944)

	Availability Estimates 4 Jan 1944	Arnold-Courtney Agreement	Differences
B-17	44	50	/ 6
B-24	365	540	/175
B-25	100	100	-
B-26	162	384	/222
A-20	180	-	-180
A-30	360	324	- 36
P-47	408	240	-168
P-51	500	300	-
G-87	22	50	/ 28
C-47	344	500	/156
UC-45	172	200	/ 28
UC-61	<u>170</u>	<u>144</u>	- 26
	2627	2832	/ 205

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DECLASSIFIED

DDJ:ms

8 Jan. 6 10 June 1974

By AG/AG Date 12-12-74

~~SECRET~~

RELEASE

~~SECRET~~
 BY AUTHORITY OF THE
 CHIEF OF THE AIR FORCES
 AFAY
 CCJ:mss
 71127
 DATE 20 Jan 1944

JAN 24 1944

SUBJECT: Aircraft Offer by United States Navy to Royal Navy.

TO: Vice Admiral J. S. McCain
 Deputy Chief of Naval Operations (Air)
 Room 2002 Navy Building
 Washington 25, D. C.

1. I refer to your letter of 10 January 1944 to Admiral Noble containing your offer of aircraft for the first six months of 1944. You have asked me to support you in that offer.

2. Since no data has been furnished to substantiate Royal Navy squadron requirements based on aircraft inventory, reserves, and attrition rates, I am not in a position to determine how much the Royal Navy will be hurt by your offer. I notice you have offered about 75% of the number contained in the July 1943 Agreement.

3. The burden of proof should be on Noble to show a definite requirement for more than have been offered. Until that is done, I will support you from the standpoint of your keeping the aircraft needed to carry out your job.

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

Disp in Gen Arnold's office

4521 Eng. 319

File 25

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COPY TO: AIR AG

4521 Eng 319

~~SECRET~~

UNITED STATES FLEET
 Headquarters of the Commander in Chief
 Navy Department, Washington, D.C.

DECLASSIFIED
 DDG 115
 8 Jan. & 20 June 1974
 By _____
 LC Date _____

10 January 1944

My dear Admiral:

In July 1943 certain allocations of U. S. Navy aircraft were made to the Royal Navy for the first six months of 1944. These allocations were based on July assumptions regarding the production and employment of aircraft which have not materialized. The result is that the U. S. Navy cannot now meet the July allocations in their entirety as to individual models, but can meet the allocations as to types. The situation is discussed below at some length to advise you regarding the various factors involved.

Rockbottom U. S. Navy production requirements compare with full expected production (before any allocation to the Royal Navy) for the first six months of 1944 as follows:

	<u>Required</u>	<u>Scheduled</u>	<u>Excess</u>	<u>Shortage</u>
F6F	2612	2945	333*	
FM	1772	1500		272
F4U	1586	2838	1252	
SB2C	3005	1309		1696
TBM	1669	1490		179

*The apparent F6F excess is reduced to 61 because of the necessity of filling FM shortage with F6F aircraft.

Tentative allocations to the Royal Navy for the first six months of 1944 made as of July 10, 1943 and the present ability to comply compare as follows:

<u>Type</u>	<u>July 10th</u>		<u>Present Offer</u>	
	<u>Per Month</u>	<u>Total 6 mo.</u>	<u>Per Month</u>	<u>Total 6 mo.</u>
F6F	40	240	13	78
FM	60	360	20	120
F4U	60	360	118	710
Total VF	160	960	151	908
SB2C	30	180	1	6
TBM	45	270	23	138
GRAND TOTAL	235	1410	175	1052

The following factors influenced the allocation of fighters to the British as indicated under Present offer:

- (a) The Fleet has definitely decided that the F6F is the plane desired for CV's, CVL's and for a proportion of CVE's.

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- (b) The Fleet desires a proportion of our CVE's to be equipped with FM's. The exact proportion of CVE's to be equipped with FM's has not yet been decided. While the FM is in many respects not as good as plans as the P6F, it is an excellent interceptor and can be carried in CVE's in greater numbers than the P6F (42 FM's vs. 30 P6F's) and hence may be more useful as close-in cover to task forces than the P6F.
- (c) There was a decrease of 535 in VF produced in the last six months of 1943 below that estimated in July of 1943. This in part is compensated for by an estimated increase in production of 150 for VF types in the first six months of 1944 - a total reduction of 385.
- (d) VF complement of CVL's has lately been doubled. This trend towards increased VF complements is expected to continue.

The following factors influenced the allocation of SB2C's to the British:

- (a) The SB2 C has lagged badly in production, a thousand less less planes being produced in the last half of 1943 than was estimated in July of 1943.
- (b) There is a further indicated reduction of 1,265 in expected deliveries in the first half of 1944 as against deliveries for that period estimated in July of 1943. This compels a reduction to the British to bare attrition for SB2C's already delivered to the for training purposes. From data submitted by Rear Admiral Portal it appears that the Royal Navy does not intend to embark SB2C's on carriers until the autumn of 1944.

The following factors influenced the allocation of TBM types to the British:

- (a) For the last six months of 1943 and first six months of 1944 there has been a reduction in the estimates made in July of 1943, as compared with the known deliveries the last half of 1943 and estimated deliveries first half of 1944, of 1142 TBF types. This, in connection with falling off in production of the SB2C, which is dual purpose, either torpedo plane or dive bomber, compelled a reduction in the allocation to the British from 45 per month to attrition for those already furnished, i.e., 23 per month. Also, it has been necessary to use TBF's instead of SBD's on all CVE's, thereby increasing the U. S. Navy requirements for TBF-TBM types.

In spite of the United States Navy's inability to provide the exact numbers of specific models of planes as allocated last July, we can supply the Royal Navy with what types equal in number to the allocations of last July and in ~~the same~~ proportions as to form a well balanced air arm. This can be done as follows:

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- (a) The full tentative schedule of 960 fighter aircraft for the Royal Navy in the first six months can be met by allocations of additional F4U's.
- (b) SB2C's can be allocated to the Royal Navy in substitution for SB2C's and TBM's to the full extent of the tentative schedule for these two models.
- (c) It is understood that the British Swordfish torpedo plane is still in production and has proved to be satisfactory, particularly in anti-submarine warfare. This plane undoubtedly can be used to round out the torpedo plane component of the Fleet Air Arm.

The plane is a weapon. It should be thrown against the enemy at the earliest practicable moment. The U. S. Navy knows that it can bring its planes, its equipment, its trained personnel, and its carriers together in a minimum of time.

United States figures contemplate manning new construction, plus the upkeep of carrier squadrons in commission. The United States Navy figure for upkeep, that is reserve, pipeline, etc., behind each front line plane, is the lowest of any known air organization. That is, the U. S. Navy figures all its own requirements on rockbottom.

The carrier offensive in the Pacific has begun. It will be increased in tempo, and in power. To insure success, our carriers, as they become ready, should be fully manned with the best and most desirable types of planes. This is the reason that we cannot fulfill British desires.

In the foregoing I have not discussed the new bids for United States Navy aircraft presented by Rear Admiral Portal during his current visit because it seems obvious that if we cannot meet the July 1943 allocation we certainly cannot meet the increased bid submitted by Admiral Portal.

I understand that the allocation of airplanes for the second half of 1944 will be discussed after the allocations for the first half of 1944 have been settled.

Sincerely yours,

Admiral, U. S. Navy

Admiral Sir Percy Noble, KCB, CVO, GBE
British Admiralty Delegation,
Washington, D. C.

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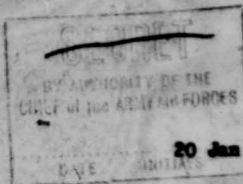
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8 Jan 4 20 June 1974

By ALJ/S&IC Date 10-11-76

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Letter to Deputy Chief of Naval Operations (Air)

Chief of the Air Staff

Asst. Chief of Air Staff, Plans

1
OB:mas 71127

Attached hereto for signature of General Arnold letter addressed to Vice Admiral J. S. McCain, Deputy Chief of Naval Operations (Air), re aircraft offer by United States Navy to Royal Navy.

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

Incl -
draft ltr to DC/NO (Air)
for sign Gen Arnold, as
above

AK 450.1 Eng. (319)

File 450.1 Eng. (319)

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450.1 Eng (319)

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8 Jan 6 20 June 1974

By AW/AG Date 10-13-76

23 January 1944

MEMORANDUM FOR GENERAL JAMISON.

The following information is provided for your information:

1. General Arnold this date signed a letter to Admiral McCain indicating that he will support Admiral McCain's position in failing to meet a Royal Navy bid for aircraft, at least until Admiral Noble can provide detailed support to his bid.

2. The subject of the overall Navy Program was also discussed. General Arnold decided that he would approve the Program as a Joint Chief of Staff.

3. General Arnold directed that General Hansell prepare a companion JCS paper calling for a survey of the Army Air Forces Program and the Naval Air Program in question, in the light of actual requirements for the defeat of Japan.

4. It is probable that the latter action will result in a re-study of both Programs and a possible scaling down of the Navy Program, as our Program has recently been reduced.

Dropch 24 Jan 44

L. S. KUTER,
Brigadier General, U.S.A.
Acting Chief of the Air Staff.

Cys to: Gen. Ferrin
" Hall
" Vandenberg
" Craig
" Hansell
Col. Dean

AW 452.1 Eng. (318)

*File
cc 24 Jan 44*

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Air Ob 452.1 Eng (318)

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RELEASERS

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DECLASSIFIED
EEO 135
8 Jan. 8 20 June 1994
By ALM/GG/AC Date 10-12-76

23 January 1944

MEMORANDUM FOR GENERAL JANISON.

The following information is provided for your information:

1. General Arnold this date signed a letter to Admiral Hobbins indicating that he will support Admiral Hobbins's position in failing to meet a Royal Navy bid for aircraft, at least until Admiral Hobbins can provide detailed support to his bid.
2. The subject of the overall Navy Program was also discussed. General Arnold decided that he would approve the Program as a Joint Chief of Staff.
3. General Arnold directed that General Hensell prepare a companion JCS paper calling for a survey of the Army Air Forces Program and the Royal Air Program in question, in the light of actual requirements for the defeat of Japan.
4. It is probable that the latter action will result in a re-study of both Programs and a possible scaling down of the Navy Program, as our Program has recently been reduced.

L. S. FURR,
Brigadier General, U.S.A.
Acting Chief of the Air Staff.

- Cys to: Gen. Furrin
 • Hall
 • Vandenberg ✓
 • Craig
 • Hensell
 Col. Dunn

AW 452.1 Eng.

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Dispatched
24 JAN 1944
ABE

*File
226 Jan
New Vandenberg*

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Air Ob 452.1 Eng. (318)

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WGH/hmh/74055
Wtn 1-5-44

DECLASSIFIED
DDO 1WS
8 Jan. & 20 June 1976
By AIC / CG AC, Date 10-12-76

~~SECRET~~
BY AUTHORITY OF THE
CHIEF OF THE AIR FORCE
DATE INITIALS

SUBJECT: Allocation of G-47's to the U. S.

TO: The Royal Air Force Delegation
1484 - 18th Street, N.W.
Washington, D. C.

Attention: Air Commodore E. T. Lydford

1. In reply to your letter of January 3 on the above subject, the following tentative arrangements have been made.

2. The tentative offer of 544 G-47's made at the last conference by General Giles to Air Marshal Welch, which number was not acceptable to Air Marshal Welch, have been set up for delivery for planning purposes on the following schedule:

		1944			
Jan	Feb	Mar	Apr	May	Jun
50	50	50	50	50	50

3. In view of the requirements against early 1944 production, this represents the best estimate of the ability of the U.S. to deliver in the early months of the year against whatever agreement is eventually reached.

1/7 January 1944

HOYT S. VANDENBERG
Brig. General, U. S. Army,
Deputy Chief of Air Staff.

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Copy for Gen. Giles
Air AS 4521604 316

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ROYAL AIR FORCE DELEGATION

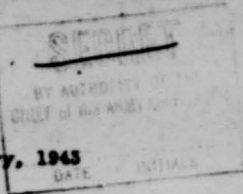
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DOD WTS

8 Jan. & 20 June 1974

By ALM/86 LC Date 12-12-76

3rd January, 1943



A.23651/42.

Commanding General, U.S.A.A.F.,
War Department
Pentagon Building,
Arlington, Va.

Attention: Brigadier General G.C. Jamison, Rn. SE - 1087.

Allocation of C.47's to U.K.

The Air Ministry has asked that arrangements be made to allot to U.K. a total of 160 C.47's in January and February without awaiting conclusion of the review of the Arnold/Courtney Agreement. The reason for this urgent request is that these aircraft are required to form and train R.A.F. squadrons committed at SEXTANT for troop lift during OVERLOAD.

2. Air Ministry has also asked that at least 110 of these aircraft be put through the modification centre and delivered to U.K. by 15th March. It should be possible to accomplish this provided deliveries into the modification centre are spread evenly throughout the two months.

3. The foregoing confirms the request made by Air Marshal Welsh to General Giles at the aircraft allocation conference held on 1st January.

/s/ R. C. Storrar G/C

for

Air Commodore
Director of Supply and Organization

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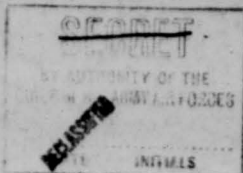
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DECLASSIFIED

DDO Ref:

8 Jan. & 20 June 1974

By AGP/SGC Date 18-12-74



Allocation of C-47's to the U. K.

Chief of the Air Staff

6 JAN 1944

Asst. Chief of Air Staff, Plans.

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TRM/lmh/74055

The attached draft of letter which is in answer to letter received from the Royal Air Force Delegation on the above subject is forwarded for signature.

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

Incls:

Dft ltr to RAF Delegation, abv. subject,

for signature.

Ltr frn RAF Delegation, abv. subj, 1-3-44.

452.1 Eng. 316

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File in 452.1 Eng. 316

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452.1 Eng (316)

**BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON**

AIR STAFF

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

DECLASSIFIED
JCS Memo
8 Jan. 1975
By ALC; Date 9/2/76

4th January, 1944.

General H. H. Arnold,
Commanding General,
U.S. Army Air Forces,
War Department.

DECLASSIFIED

My Dear General

I have had a signal from Portal saying that Tedder is seriously perturbed about Allied fighter resources for tactical support of military operations in the Mediterranean during the coming year.

The P.A.F. fighter strength is limited primarily by the manpower shortage which may well enforce reduction of ANVIL of anything up to four British fighter squadrons now in the M.A.A.F. Portal is therefore most anxious that any withdrawal of fighter squadrons from the Mediterranean shall receive full consideration before it is carried into effect.

He says he has been aware for some time of your intention to withdraw 15 fighter squadrons - 9 to U.K. and 6 to China - and he thinks it is most important that the moves should not be made until the full requirements for ANVIL have been worked out and we know whether they can be met from resources which will remain in the Mediterranean.

Portal tells me to ask you whether you would agree to no moves being made from the Mediterranean until the ANVIL requirements have been examined. Particularly he would ask that the question about move of the six squadrons to China be re-examined carefully in consultation with the new Air C-in-C M.A.A.F. before it is made.

Yours sincerely,

W. L. Welsh,
Air Marshal.

DECLASSIFIED

*File
Ci 6 Jan 44*

*452.1 Eng
311*

Air 452.1 Eng. 318

TELEPHONE DECATUR 9000

Box 772
BENJAMIN FRANKLIN STATION
WASHINGTON, D. C.

ROYAL AIR FORCE DELEGATION

PLEASE ADDRESS REPLY TO:

██

QUOTING REFERENCE: A.25817/43.

DECLASSIFIED

For
S. memo 2507
NY: J.C. Date 12/21/74

orig
DEFENSE
U.S. GOVERNMENT

3rd January, 1944.

Brigadier General E.S. Ferrin,
Deputy Chief of Air Staff,
U.S.A.A.F.,
War Department,
Pentagon Building,
Arlington, Va.

Dear *General Ferrin*,

With reference to your letter dated 10th December, I regret to inform you that the Air Ministry is unable to allot either night fighter Mosquitos or Beaufighters to the U.S.A.A.F. during 1944.

Existing R.A.F. Beaufighter and Mosquito squadrons all form part of the British contribution to the night fighter requirements of U.K., the Mediterranean and South East Asia agreed at SEXTANT.

It has always been our intention to re-equip the R.A.F. night fighter Beaufighter squadrons with Mosquitos. Consequently we have planned to take the Beaufighter N.F. out of production early in 1944, from which time Mosquito N.F. output is only sufficient to maintain existing Mosquito squadrons and progressively to re-equip and maintain the Beaufighter squadrons. Beaufighter production cannot be extended since the plant facilities are required for another type, whilst planned output of the Mosquito N.F. is the maximum which can be obtained from the factory building this version.

It is clear that the three U.S.A.A.F. night fighter squadrons for U.K. cannot be equipped from British production except by rolling up an equivalent number of R.A.F. squadrons. Apart from reducing the agreed target this would inevitably result in a further temporary reduction in U.K. night fighter defences whilst the U.S.A.A.F. squadrons were being equipped, trained and acclimatised, and the Air Ministry could not accept such a reduction during the critical pre-OVERLORD period.

The maintenance of your Mediterranean squadrons with British types is equally impossible since this would also result in a decrease in the number of R.A.F. squadrons in that area.

No reply necessary.
File. E.S. Ferrin

Serial 45-21-600 (315)

RELEASING

RELEASING

RECEIVED

I am sorry that we are unable to help you in this matter but in the circumstances I am afraid the only solution is acceleration of your P.61 programme.

Yours sincerely,

R.C. Sma

Group Captain.

RECEIVED

File for ...
as ...

Air 26 4 92 1 Eng. (3/3)

DECLASSIFIED
DOD INS
8 Jan & 20 June 1974
By 214/RC/IC/Daw LR 12-76

SECRET
~~SECRET~~

Letter from Group Captain R. G. Storrar
AG/AS, OCSR
Deputy Chief of Air Staff

h Jan 44

ESP/ova/6371 ¹

Please prepare a reply for my signature thanking the R.A.F. for giving us so much help.

Dispatched
5 JAN 1944
AAG

1 Incl
Ltr to Gen. Perrin dtd
3 Jan 44 subj--allotment
of Night Fighters to AAF
during '44.

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

Handwritten: OAS 45211 Perry (313)

SECRET
~~SECRET~~

Handwritten: File in 5 Jan 44

Handwritten: OAS 452 Perry (313)

DECLASSIFIED
DDO WTS
Jan. 6 30 June 1974
By ALC/SGAC, Date 12-12-76

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

16 DEC 1943

Major General Ira C. Eaker,
APO 625, c/o Postmaster,
New York, New York.

Dear Ira:

Again I am harping on the use of P-51 aircraft. I intend to continue to stress this until every long range ship of this model is being used in support of our strategic bombing effort.

This time I want to give you some information on the allocation of P-51's to the British. The tentative allocation to them for the first six months of 1944 is 100 per month. We are conducting negotiations now in an attempt to get this lowered. Our deal we are attempting to make is to have them cancel the allocation to the Army Air Forces of 50 Spitfires per month in return for lowering our allocation of P-51's to them by 50 per month.

I believe it must be made clear to the British by every means possible that the P-51 aircraft they receive from us must be used in the direct support of the strategic bomber offensive. If the British will not agree to this use, we will make every effort here to cancel all allocations of this model to them.

Another difficult deal for us is the furnishing of fighter aircraft to the Russians in settlement of the British account. Our current estimate we will have an overall shortage of some 3,000 fighter aircraft over the next six months, yet we are expected to furnish 150 fighters per month to Russia on the British account, while the British have built up 200 to 300 percent reserves of fighters in several theaters. We are now endeavoring to force the British to settle at least half of their account by furnishing 75 fighters per month to the Russians. In addition to the British account, we are furnishing, to the Russians, 500 fighters per month on our own account.

OK
450.1
Eaker

311

~~SECRET~~

SECRET

Please give us such information as the use the British intend to make of the P-40's they are receiving, and also what information they get and lay up on the ability of the British to meet their Russian supply needs.

Very truly,

Signed

HENRY H. HULL,
Major General, U. S. Army,
Chief of the Air Staff.

*am wanting the H 2X as fast
as possible along the P-38's
& 51's with extra gas*

B Dispatched
16 DEC 1942
AMG

SECRET

*File
12/16/42*

DECLASSIFIED
DDO #12

8 Jan 6 20 1974
By: ALC/REG/1, Date: 12-12-74

APAEF
WMB:mec
74055
wtn: 9 Dec 43

RECEIVED

10 DEC 1943

Air Marshal Sir W. L. Welsh
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D. C.

Dear Air Marshal Welsh:

The Army Air Force would like to submit a formal bid for Mosquito aircraft from United Kingdom production in 1944 for use as night fighters with Army Air Force units based in North Africa and the United Kingdom.

Attached as Tab "A" is our 1944 requirement for 240 aircraft showing in detail the requirement, the disposition of forces, and the basis for our computation.

This entire requirement arises as a result of a slippage in estimated production of an equivalent number of P-61's.

Due to the shifts in production of the Mosquito night fighter from time to time as one line goes out and another line comes in, we are not making a bid for a specific Mark number at any time. It is assumed that in meeting this bid, or such portion of the bid as your production will permit, that the allocation to our force will be airplanes of the current Mark number in production at the time of the allocation.

Your careful consideration of these requirements is requested.

Sincerely yours,

Signed

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

Incl -
Tab "A"

Dispatched
10 DEC 1943
AAG

Handwritten: 452.1 Eng

Handwritten: 308

Handwritten: File
ex 2/10/43

RECEIVED

Handwritten: Air 452.1 Eng 308

REQUISITO AIRCRAFT - ALLOCATION FOR AAF NIGHT FIGHTER PROGRAM

THEATER	NO. OF A/C AVERAGIZED SQDN OR RES	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
North Africa (a)	4	48	24	72	36	8	8	8	8	8	8	8	8	8	130
Deactivated Kingdoms															
(b)	1	12	6	18	-	18	2	2	2	2	2	2	2	2	40
(c)	1	12	6	18	-	-	18	2	2	2	2	2	2	2	36
(d)	1	12	6	18	-	-	-	18	2	2	2	2	2	2	34
	7	84	42	126	36	26	10	28	30	14	14	14	14	14	240

NOTES:

- (a) There are now four (4) AAF Night Fighter Squadrons in the Mediterranean Theater partially equipped with Beaufighter aircraft which are short to the extent of 34 airplanes from their authorized strength. The December allocation is calculated to eliminate the current shortage by equipping 2 of those squadrons with Beaufighters. The 19th allocations are for attrition replacements for both the Beaufighter and Heinkel to date, thus permitting a gradual conversion of the Beaufighter squadrons to Heinkel to aircraft.
- (b) The 42nd Squadron is committed to the U. K. as of 1 Feb 1944. The January allocation is for unit equipment and reserve for this squadron and subsequent allocations represent attrition replacements.
- (c) The 43rd Squadron is committed to the U. K. as of 1 April 1944. The March allocation is for unit equipment and reserve for this squadron and subsequent allocations represent attrition replacements.
- (d) The 45th Squadron is committed to the U. K. as of 1 May 1944. The April allocation is for unit equipment and reserve for this squadron and subsequent allocations represent attrition replacements.
- In all the above allocations, attrition has been estimated at 2 A/C per Sqdn, 1.0%, 16 2/3% per month.

~~SECRET~~

~~COMMITMENTS DIV~~

DECLASSIFIED
DPO 25
8 Jan 6 20 June 1974
By AAJ/SG/AC Date 12-2-76

Reduction of P-51 Commitment to RAF

Acting Chief of the Air Staff

4 Dec. 1943

Deputy Asst. Chief of Air Staff, Operations, Commitments & Requirements

1
FEB/41/72886

1. Transmitted herewith is a memorandum to General Janison from the Acting Chief of the Air Staff requesting that negotiations be initiated to reduce the Army Air Forces P-51 commitment to the RAF, in exchange for which we are willing to release the undelivered balances of the 1943 Spitfire commitment as well as to forego future commitments for this type.

2. This memorandum was written at the request of General Janison who expressed the opinion that such an arrangement might be possible, and with the concurrence of Fighter and Air Defense Branch of Requirements Division who feel this exchange would be desirable. With the P-51's gained by this reduction, the two (2) Spitfire groups now in the Twelfth Air Force could be re-equipped as P-51 groups in the first quarter of 1944.

3. AC/AS, MM&B, Colonel Nechall's office, was contacted to determine the undelivered balance of the 1943 Spitfire commitment but does not have the exact information at hand at this time. They are continuing their efforts to secure this information. It is believed that the undelivered balance is approximately 250 articles of the 1943 commitment.

4. We believe this is a desirable move and in accordance with our present policy of emphasizing the procurement and dispatch of long range escort fighters to the theaters engaged in strategic bombing offensive.

Attach. memo to Gen Janison
abv subj.

WILLIAM F. MCKEE
Colonel, Air Corps
Deputy Asst. Chief of Air Staff,
Operations, Commitments & Requirements

COORDINATION:

AFRAB _____

~~SECRET~~

File
12/6/43

Att 4521 Emg 307

Att 4521 Emg 307

Major Royal
Allocations

hl

72566

Written 12/4/43

~~SECRET~~
RELEASING

DECLASSIFIED

DDI 115.

9 Jan. & 20 June 1974

By ALM / R CAC Date 12-12-74

6 DEC 1943

MEMORANDUM FOR GENERAL JAMISON

Subject: Reduction of P-51 Commitment to the RAF

1. During 1943, RAF commitments to the Army Air Force included provisions for the delivery of fifty (50) Spitfires monthly which were intended to support a total of three (3) groups of this type. As our program provided for only two (2) Spitfire groups which are now in the Twelfth Air Force, we accepted delivery of only enough replacement Spitfires to keep two (2) groups at full strength. Consequently, there is an undelivered balance from the 1943 commitment.

2. There now exists an urgent Army Air Force requirement for long range escort fighters to implement the strategic Air Force. Therefore, it is desired that you negotiate for a reduction of our P-51 commitment for delivery to the RAF, in exchange for which we are willing to release the undelivered balance of the 1943 Spitfire commitment and forego any future commitment of this type.

By command of General ARVID:

Signed

H. A. CRAIG
Brigadier General, U.S.A.
Acting Chief of Air Staff.

~~SECRET~~
RELEASING

Dispatched
6 DEC 1943
AMG

Cui us 462.1 Eng (307)

~~SECRET~~

DECLASSIFIED

DDI HS.

9 Jan. & 20 June 1974

By AFM/CC LC, Date 18-12-76

EIGHTH AIR FORCE - ESTIMATED HEAVY BOMBER AIRCRAFT POSITION 30 NOVEMBER 1943

ESTIMATED HEAVY BOMBER GROUP POSITION

By 30 November the Eighth Air Force is scheduled to have:

- 18 B-17 Groups
- 7 B-24 Groups
- 2/3 Pathfinder Group
- 25-2/3 Heavy Bomb Groups

Handwritten: noted Bill

ESTIMATED AIRCRAFT POSITION:

Heavy Bombers:

On hand - 18 November	1,357
En route - 18 November	108
Of 299 yet to go in November estimated will arrive in United Kingdom by 30 November	125
Estimated losses 18 November to 30 November	<u>1,590</u> -70
<u>Estimated on hand 30 November</u>	<u><u>1,520</u></u>

ESTIMATED AIRCRAFT RESERVE BASED ON U.E. OF 35:

25 Gps. at U.E. 35 = 875; plus 50% Res (= 438) =	1,313
2 Sqdns at U.E. 12 = <u>24</u> ; plus 50% Res (= <u>12</u>) =	<u>36</u>
899	450
Aircraft Requirements on basis of U.E. 35 plus 50% Reserve	<u>1,349</u>
Estimated on Hand 30 November	1,520
Less: 25-2/3 Gps. at U.E. 35	<u>-899</u>
Reserve	<u>621</u>
<u>621</u> - 69% Reserve figured on basis of U.E. 35	<u>899</u>

ESTIMATED AIRCRAFT RESERVE BASED ON U.E. OF 48:

25 Gps at U.E. 48 = 1,200; plus 50% Res (= 600) =	1,800
2 Sqdns at U.E. 12 = <u>24</u> ; plus 50% Res (= <u>12</u>) =	<u>36</u>
1,224	612
Aircraft Requirements on basis of U.E. 48 plus 50% Reserve	<u>1,836</u>

~~SECRET~~

Handwritten: 305-B

~~SECRET~~

~~CLASSIFIED~~

Estimated on Hand 30 November

1,520

25-2/3 Gps. at U.E. 48

-1,224

Reserve

296

296 - 24% Reserve figured on basis of U.E. 48
1,224

~~SECRET~~

~~SECRET~~

EIGHTH AIR FORCE - ESTIMATED HEAVY BOMBER COMBAT CREW POSITION - 30 NOV 43

ESTIMATED GROUP POSITION:

By 30 November the Eighth Air Force is scheduled to have:

18 - B-17 Gps.
 7 - B-24 Gps.
2/3 - Pathfinder Gp.
 25-2/3 Heavy Bomb Gps.

ESTIMATED CREW POSITION:

Crews:		
On Hand 18 November		1,675
En route 18 November		154
Of		137
Of 327 yet to go in November estimated will arrive in United Kingdom by 30 November		
		<u>1,966</u>
Estimated losses 18 November to 30 November		<u>-56</u>
<u>Estimated on hand 30 November</u>		<u><u>1,910</u></u>

ESTIMATED CREW RESERVE BASED ON U.E. OF 35:

25 Gps at U.E. 35 = 875 plus 100% Reserve (= 875) =	1,750
2 Sqds. at U.E. 12 = 24 plus 100% Reserve (= 24) =	48
899	<u>1,798</u>
Estimated on hand 30 November	1,910
25-2/3 Gps. at U.E. 35	<u>899</u>
Reserve Crews	<u><u>1,011</u></u>

1011
899 = 113% Reserve figured on basis of U.E. 35

SECRET
RESTRICTED

AFAEP/RMS:mec/75055
wtn Nov 43
Rewritten CAS/Col. Burt:is
29 Nov 1943

DECLASSIFIED
-000 IIS

8 Oct. & 20 June 1974

By ALC/GCIC Date 12-12-76

80 NOV 1943

SUBJECT: Army Air Forces Requirements for Mosquito Aircraft

TO: Royal Air Force Delegation
1424 Sixteenth Street, N. W.
Washington, D. C.
(Attention: Air Commodore H. T. Lydford)

1. The following photographic reconnaissance Mosquito Mark XVI are required by the Army Air Forces for the years 1945-1946:

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total (per yr)
7	7	7	7	7	7	7	7	7	7	7	7	84

2. This requirement is submitted to assist you in planning production for these years and covers the photo-reconnaissance requirement only. The Army Air Forces requirements utilizing Mosquitoes in other roles are still under examination at this time, and advice will be forwarded as quickly as such requirements have been analyzed.

For the Commanding General

Signed
BARNEY W. GILES,
Major General, U. S. Army,
Chief of the Air Staff

084 452.1 Eng. 304

Dispatched
30 NOV 1943
AMZ

File
a/n/304/43

SECRET
RESTRICTED

084 452.1 Eng. 304

SECRET

REPLACES

DECLASSIFIED
DDG hrs
8 Jan 8 20 June 1978
By ALM/AG SAC Date 10-12-76

AAP Mosquito and PBV Aircraft Requirements

23 Nov 1943

Chief of the Air Staff

ACAS Plans

wtn: 22 Nov 43

1

mec 71127

Attached drafts of letters to Royal Air Force Delegation and Deputy Chief of Naval Operations (Air), U.S. Navy, prepared for General Gils' signature.

Incls - 2

Draft ltr to RAF Deleg
Draft letter to DC/NO(AIR), USN

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

[Handwritten signature]

TO: (In turn) 1. Asst C/AS, M H and D
2. Secretary of Air Staff

Date 25 Nov 1943

FROM: Asst C/AS, O C and R.

Comment No. 2
Col Cullen/bg/4774

1. It is recommended that the following paragraph be included as Paragraph 3 in letter to Royal Air Force Delegation, Washington, D. C., attached:

"3. This requirement is for photographic airplanes only and may be followed at a later date by a requirement for Mosquito airplanes for other purposes."

2. It appears probable that Fighter and Air Defense Branch of Requirements Division, O C and R, has a requirement for Mosquito type airplanes but at the present time insufficient information is available upon which to base a specific requirement.

452.1 Eng.
304

2 Incl a/o

WILLIAM F. MCKEE
Colonel, Air Corps

Req Div _____
Specn Br _____
Allocations _____

File
11/30/43

SECRET

452.1 Eng (304)

~~SECRET~~

DECLASSIFIED
EOD 188
8 Jan. 20 1998
BY 314/AG/IC, Date 12-12-76

AFARP
RMB:mcg
71127
vtn: 22 Nov 43

80 NOV 1943

SUBJECT: Revised Army Air Forces PW Aircraft Requirements for 1944

TO: Deputy Chief of Naval Operations (Air)
Attention: Operations Planning Division
(Commander H. D. Riley)

1. The Army Air Forces requirements for PW aircraft are as follows:

	<u>1943</u>		<u>1944</u>										
	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Total</u>
	6	11	11	13	16	16	19	14	14	14	9	9	6-158

2. The above stated requirements supersede all figures previously submitted.

For the Commanding General

Signed

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

Dispatched
30 NOV 1943
RMB

~~SECRET~~
~~SECRET~~

COPY TO: AIR AG

Air AG #52.1 Eng 304

~~SECRET~~
RELAS

Functions of Colonel Bruce K. Holloway as Special Project Officer

AK 452.1 Eng. (302)

TO: AC/AS, MM&D
THRU -- AC/AS, OC&R
FROM: Deputy Chief of Air Staff

DATE 6 Dec 43

COMMENT NO. 3
NMK/eva/6371

1. This office does not approve the appointment of Colonel Bruce K. Holloway as Special Project Officer on the long-range fighter extension program.
2. AC/AS, MM&D is responsible for expediting the long-range fighter extension program.

Dispatched
7 DEC 1943
AAG

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

~~SECRET~~

AK 452.1 Eng (302)

*File
a. 2/1/43
Air AF*

DECLASSIFIED
EOD 135

ROUTING AND RECORD SHEET

8 Jan. & 20 June 1974

By AL/AC Date 10-12-76**SECRET**

TALLY NO.	
FILE NO.	

SUBJECT: Detail of Colonel Bruce Holloway on Special Project

TO: AC/AS, MM&D

DATE 20 Nov. 1943

FROM: Deputy Chief of Air Staff (Gen. Perrin)

COMMENT NO. 1

1. The Chief of the Air Staff is much concerned over the flow of long-range escort fighters to the U.K.
2. In an effort to eliminate any conditions which may tend to reduce the flow of long-range escort fighters to the U.K., the Chief of the Air Staff has detailed Colonel Bruce Holloway to his office for a period of approximately two months.
3. His principal duty will be to keep the Chief of the Air Staff informed as to any difficulties being experienced in the production, modification, and shipment overseas of P-38J's and P-51B's and C's.
4. Colonel Holloway will be authorized to visit any activity, plant, or facility which pertain to the duty assigned him, as outlined above. He will not, however, be authorized to issue any instructions to any activity or agency under your jurisdiction without the prior consent of the Chief of the Air Staff and knowledge of your office.
5. Since Colonel Holloway will be at the Lockheed factory in Burbank on or about November 23, it is desired that you notify your representative there accordingly.

Ed Perrin
EDWIN S. PERRIN
Brig. General, U.S.A.
Deputy Chief of Air Staff

SECRET

452. Eng. 302

452. Eng. 302

~~SECRET~~

FORM 810

File

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

AIR STAFF *100*

~~SECRET~~

DECLASSIFIED
JCS Memo
8 Jan. 1976
By *Alan LC*; Date *01/4/76*

22nd November, 1943.

Personal.

My Dear *Barr*

Thank you for your letter of the 19th November on the subject of the November review of aircraft allocations for 1944.

I hope to receive from the Air Ministry early this week the information on which to submit our bids and supporting reasons. I doubt if I can get them into your hands by November 24th, but I will let you have them as quickly as possible. My staff will be ready to discuss the figures with you as soon thereafter as you have had an opportunity of digesting our case.

Yours *L*

Welsh

W. L. Welsh,
Air Marshal.

Major-General B. McK. Giles,
Room 3-E-1007,
Pentagon Building,
WASHINGTON, D.C.

Class 452-1 Eng. (30) B

File
01/11/25/43

~~SECRET~~

Class 452-1 Eng. (30) B

~~SECRET~~
DECLASSIFIED

AFARP
GCJ:mec
71127
wtm: 17 Nov 43

19 NOV 1943

Air Marshal Sir V. L. Walsh
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D. C.

My dear Air Marshal:

I have your letter dated 6 November 1943 addressed to General Arnold, relative the November review of aircraft allocations for 1944.

The Air Staff is prepared to discuss the subject of British requirements with your representatives as soon as the British bid for 1944 is received.

I suggest that we set the date 24 November for preliminary discussion. If we can not come to final agreement, we will prepare plans for future action.

Yours sincerely,

Signed

BARNET H. GILES,
Major General, U. S. Army,
Chief of the Air Staff.

RECORDED
10 NOV 43
AFAP

Handwritten: 452.1 Eng 301

~~SECRET~~
DECLASSIFIED

Handwritten: File complete

Handwritten: Air Ad # 52.1 Eng 301

~~SECRET~~
~~RELEASABLE~~

DECLASSIFIED
EEO 135
8 Jan 80 09 June 1974
By ALM/SG SAC Date 12-12-74

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

6 November , 1943

~~MOST SECRET~~

General H. H. Arnold
Commanding General Army Air Forces
Pentagon Building

My dear General:

I have just received Portal's reaction to the suggestion that you should discuss the November Aircraft Allocations when you next meet. Portal does not think the circumstances of your next meeting with him will present a favourable opportunity to deal with this matter, to which he attaches the greatest importance, mainly because of the short time available and the limitations which must be placed upon the staff which can accompany him.

He suggests the discussions should be conducted in four stages: Firstly, we should submit our bids with full supporting reasons. Secondly, your staff to give us their reactions to our bids and their supporting reasons, Thirdly, preparation by our joint staffs of an agreed paper setting out the differences. Fourthly, reconciliation of the differences.

He suggests the first three stages should be conducted by your staff and mine with perhaps two officers from the Air Ministry, familiar with the details of our Air Staff and organization requirements.

Pressure of work at the Air Ministry does not permit a long period of absence by a member of the Air Council and it is therefore suggested that Courtney should come over for the fourth stage only. It is hoped that the preliminary discussion will iron out most of the differences so that Courtney's discussion with you to settle the final differences can be very brief.

If this proposal is acceptable to you I would be grateful if you will state when you would like Courtney to arrive for the final discussion with you. I will then arrange for the Air Ministry to prepare their bids so that your staff and mine will be given plenty of time to conclude stages two and three before that date.

I will be grateful if you will let me have your views on this proposal as early as possible.

(wtn: HHA)

Yours sincerely,
(S)
W. L. Welsh
Air Marshal.

(wtn: 11/10/43 Gen.
Kuter, Gen. Jamison
to note)
(wtn: LSK. For action.
Check with Gen Giles.
/s/ LSK)

~~SECRET~~
~~RELEASABLE~~

CLASSIFIED

DECLASSIFIED
DDO 115
8 Jan 6 20 June 1974
By DAH/86 LC; Date 12-12-76

452.1 (eng) (301)

TO: Chief of the Air Staff
FROM: Asst. Chief Air Staff, Plans (Gen. Jamison)

DATE: 18 NOV 1943
WHS: 17 Nov 43
COMMENT NO. 3
see 71127

Attached draft in compliance with Comment No. 2nd this PAR.

Incl n/s

452.1 (eng) (301)

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

*File
2/1/44*

SECRET

DECLASSIFIED
E.O. 11652
8 Jan & 20 June 1974
By: AIA / EC DC Date 10-12-76

Letter to Air Marshal W. L. Welsh

Chief of the Air Staff
AC/AS Plans

13 Nov 1943

1
msg 71127

Attached hereto, for General Arnold's signature, is draft of reply to Air Marshal W. L. Welsh's letter of 6 November 1943.

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

Incl-
deses abv, and
orig copy 6 Nov 43 ltr
Welsh to Arnold

TO: Asst. Chief of Air Staff, Plans -
ATTENTION: General Jamison
FROM: Chief of the Air Staff

DATE 16 November 43
COMMENT NO. 2
MAL/mag/5265

1. In view of General Arnold's absence General Giles is of the opinion that the date proposed by you in the last paragraph of the attached draft will not be satisfactory as the date for the final discussion. He feels that some preliminary discussions might take place about that time if such are indicated.

2. At any rate, General Giles has indicated that the letter should be re-written for his signature.

Dispatched
16 NOV 1943
AAG

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

Incl. n/c

Handwritten notes:
21
301

SECRET

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File
11/16/43

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1521 Eng 301

~~CONFIDENTIAL~~

~~RELEASABLE~~

DECLASSIFIED
DOO hrs
8 Jan 8 20 June 1974
By ALJ/RLC/Date 10-12-76

Attached R&R Subject "Special B-17 for Eighth Air Force."

AG/AS, OCA&R

16 Nov 43

Deputy Chief of Air Staff

ESP/eva/6371

1. Aren't most of these being done in modification centers right now?
2. What are plans for new Sperry turrets - 100% equipment on all B-17's? - B-24's?
3. What is the modification in the tail guns being worked out at Cheyenne? Gives better cone of fire and appears to need no boost.
4. I think we are "jumping the gun" on this one.

1 incl n/c
CONF R&R #1 to MA&D
OCA&R dtd 5 Nov 43 this
subject.

Dispatched
171-11943

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

Doc 452.1 Eng. (300)

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CONFIDENTIAL

Air AG

CLASSIFIED

AF222
Maj Wilson/mh/78445

16 November 1945

**Royal Air Force Delegation
Box 772, Benjamin Franklin Station
Washington, D. C.**

Attention: Air Commodore H. T. Lydford

Dear Sir:

Reference is made to your letter of 9 November 1945 concerning delivery of Mosquito Type aircraft. This revised plan is acceptable to the Army Air Forces.

The assistance of the Royal Air Force in helping the Army Air Forces to meet their requirements for photographic reconnaissance aircraft is greatly appreciated.

Very truly yours,

HELEN S. FUSHEE
Brigadier General, U. S. A.
Deputy Chief of Air Staff

**Dispatched
16 NOV 1945
AAG**

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(299)

CLASSIFIED

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C-11/10/45*

air ab 452.1 Aug. 299

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AFAEP FILE COPY

DECLASSIFIED

DDO 1174

8 Jan 6 20 June 1974

By ALC/CG/IC, Date 10-12-76

JLL:mhb
72445
10/30/43

31 Oct 1943

Air Chief Marshal Sir Charles F.A. Portal, GCB, DSO, MC,
Chief of Air Staff, Air Ministry,
Whitehall, S.W.1.

My dear Portal:

Thank you for your letter of October 14th. I appreciate your offer to place 4 Merlin P-51 fighter squadrons at the disposal of General Naber some time in January. Your reaction to my suggestion re the Merlin P-51's was not on the scale or at the time I had hoped for, but it will in a small way, help in the alleviation of a situation which is, right at this minute, very critical.

My concern about the fighter opposition that the 8th Air Force command is meeting is very great. So great, in fact, that I yesterday decided to stop any long range P-38's and P-51's from going to Tactical Reconnaissance Units or to any theater other than UK during October, November and December. I have made this decision even though I know that my Air Force commanders in other theaters are badly in need of these airplanes and will probably, through channels, subject me to severe criticism.

Sincerely,

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

Dispatched
31 Oct 1943
AAB

ltr dispatched by officer courier
via Mrs. Smith, ATC

~~SECRET~~

*File
cc 11/1/43*

airab 452.1 England (295)

*airab 452.1 England
(295)*

DECLASSIFIED

DOD lrs

8 Jan. 2 10 June 1974

By Act 66 DC Date 10-12-74

1 October, 1943.

My dear Arnold,

Thank you for your letter of the 29th of September. I am in full sympathy with your wish to strengthen the fighter escort for the Eighth Bomber Command and will do what I can to help.

As regards your second proposition, namely, to exchange P.51's for P.47's, I think the time factor prevents our being of much use to you. Ruling out the Allison P.51, which has not the performance to meet your needs, we are only expecting some 200 Merlin P.51's to arrive in U.K. this year and these are needed to re-arm 4 pure fighter Spitfire squadrons, in order that we should have reasonable reserves of Spitfires at the time of "OVERLORD", and to start re-arming our 8 Allison P.51 Fighter Reconnaissance Squadrons. We shall not be able to use the P.47 in exchange since it is unsuitable for the fighter reconnaissance role and has not sufficient interceptor performance to act as a replacement for the Spitfire. Of the 150 Merlin P.51's a month which you are allotting us next year, only a proportion are coming to U.K. The remainder will be shipped direct to overseas theatres to re-equip Hurricane and P.40 Squadrons.

I think, therefore, that our best contribution would be on the lines of your first proposal, namely, to put our Squadrons at the disposal of General Eaker. We expect to start re-equipping the 4 Spitfire Fighter Squadrons with Merlin P.51's early in December. Their re-equipment will probably not be completed until the middle of January but we will make them available to General Eaker, for use until "OVERLORD", as soon as they are re-equipped.

Apart from these 4 Fighter Squadrons we shall also start re-arming the 8 Fighter Reconnaissance Squadrons with Merlin Mustangs at the turn of the year. You will appreciate that these latter Squadrons will have a large training commitment with the Army during the months preceding "OVERLORD". Nevertheless, it may be possible to spare some of them for short periods as they become re-equipped and we will make every endeavor to do this.

We ourselves would welcome the project since it would give these Squadrons useful battle experience as a preliminary to "OVERLORD".

I note that you remark that the enemy is likely to put into operation in the near future fighter aircraft far superior to those presently being used. We have no recent information which suggests that there will be a greater improvement than we had expected for some time. The Germans will have the ME.209 and the improved FW.190 with turbo supercharger, but this development will not give their fighters superiority over some of the marks of Spitfire which we shall be using or over the lightened version of the Merlin Mustang. It is true of course that the enemy is likely to introduce jet propelled fighters in 1944; but so are we. How the performances of their jet propelled fighters and ours are likely to compare, we cannot tell on present information.

Yours sincerely,

Portal

General Henry H. Arnold,
Chief of the U.S. Army Air Forces,
War Department,
Washington, D.C.,
U.S.A.

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DECLASSIFIED

DDJ:MS

8 Jan 63 & 20 June 1974

By: ALB (BC) Date: 12-12-91

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	<i>[Handwritten]</i>
FILE NO.	<i>[Handwritten]</i>

SUBJECT: Eighth Air Force

TO: Colonel Horn

FROM: AC/AS, Operations, Commitments & Requirements

DATE 14 Oct 43

COMMENT NO. 2
LNT/lh/3487

Unit Strength 31/10/43 - 712
 + 50% reserve 366
 Should have on hand 1078
 31/10/43

[Handwritten Signature]
 N. A. CRAIG
 Brigadier General, U. S. A.

OCT 15 1943 - 2

TO: AC/AS, Operations, Commitments & Requirements

FROM: AC/AS, OC&R - Aircraft Branch

DATE: 17 Oct 1943

COMMENT NO. 3
DDMcC/npa 2820

It is estimated that by 31 October 1943 there will be an excess of (28-38) Heavy Bombardment aircraft in United Kingdom over authorized T.O. strength, plus 50 per cent reserve. Attention is invited to Exhibit "A", attached hereto.

Incl.
 Attach.-
 Exhibit "A"

[Handwritten Signature]
 CHARLES A. HORN,
 Colonel, Air Corps,
 Chief, Operations Division.

[Vertical Handwritten Note]
 450.1.45
 294

TO: Deputy Chief of Air Staff (Attn: Gen. Hall)

FROM: AC/AS, Operations, Commitments & Requirements

18 Oct 43

Comment No. 3
LNT/lh/3487

Attention is invited to Exhibit "A" attached hereto.

1 Attach:

n/c

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

SECRET

[Handwritten Note]
 File 10/30/43

HEADQUARTERS ARMY AIR FORCES

DECLASSIFIED

DDG HRS

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

8 Jan 63 DD Form 1375

By *ALM/AG* 10-12-76

SUBJECT:

Eighth Air Force

TO: Assistant Chief of Air Staff, Operations, Commitments and Requirements

FROM: Deputy Chief of the Air Staff

DATE 10-13-43

COMMENT NO. 1
WEH:JT 5246

1. General Giles directs that action be taken without delay to pull the Eighth Air Force "out of the red" on the report SC-X-18 "Current Status of Eighth Air Force, as of 8 October 1943".

2. We are so close now to having that particular sheet all blue, that he is anxious that the next report if possible show no red figures as far as the Eighth Air Force is concerned.

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

TO: Colonel Horn

FROM: AC/AS, Operations, Commitments and Requirements

14 Oct 43
Comment No. 2
LNT/lh/3487

Attention is directed to comment no. 1. The following figures have been made available to this office. It is directed that you follow through on this and present a progress report on the movement of these airplanes on Monday, 17 October 1943:

ANTICIPATED ARRIVALS IN U.K. IN OCTOBER

	<u>Arrived Through</u> <u>12/10/43</u>	<u>Enroute</u>	<u>Enroute to</u> <u>or at POE</u>	<u>In II AF</u>	<u>Total</u>
B-24D	5	7	3	0	15
B-24H	15	26	4	18	63
B-17F	0	19	9	4	32
B-17G	48	118	58	37	261
	<u>68</u>				371

Enroute Oct 1
Probably arrive U.K. by Oct 31.

Actual inventory -12/10/43 - 945 which includes the 68 thus far arrived 945
Increase possible from 12/10/43 to 31/10/43 = 371-68= 303
Could have on hand - 1246
Probable losses - 13/10/43 - 31/10/43 = 18/31 of 25% = 103
14.5% of 712= 1145

REF ID: A66574

17 October 1945
(As of 15 October 1945)

Authority of
 The Commanding General
 of the Army Air Forces
17 Oct 45
 DATE INITIALS

EXHIBIT "A"

PROGRESS REPORT ON MOVEMENT OF HEAVY
EQUIPMENT AIRCRAFT TO UNITED KINGDOM

Actual inventory as of 12 Oct. 1945 (including 68 arrivals 1 Oct. 1945 - 12 Oct. 1945)		945
Reported arrivals 13 Oct. 1945 - 16 Oct. 1945	77	
Less reported losses sustained 13 Oct. - 16 Oct. 1945	<u>61</u>	16
On hand as of 16 Oct. 1945		<u>961</u>
Enroute as of 16 Oct. 1945 (B-17s and B-24s)	166	
At Departure Stations (B-17s and B-24s)	8	
Enroute Departure Stations (B-17s)	19	
*B-17s in 2nd Air Force as of 16 Oct. 1945, all estimated to depart in time to arrive in United Kingdom by 31 Oct. 1945	<u>39</u>	
	<u>231</u>	
Less probable losses in Theatre (17 Oct. 1945 - 31 Oct. 1945 = 15 days 15/31 of 25% = 12.1% 12.1% of 712 (authorized unit strength) = 86)	<u>86</u>	145
Estimated on Hand 31 Oct. 1945		<u>1108</u>
Unit Strength 31 Oct. 1945	712	
+80% reserve	569 - 356	
<u>Should have on hand 31 Oct. 1945</u>	1078	1078 - 1068
	1069	<u>10</u> - 38
Excess over authorized T.O. plus reserve		

*B-24s in 2nd Air Force as of 16 Oct. 1945 to fly Southern Route
not estimated to arrive before 31 Oct. 1945

REF ID: A66574

~~SECRET~~

Heavy Bomber Reserve in the Eighth Air Force

AG/AS, Operations, Commitments and Requirements

20 October 1943

AG/AS, OCSB, Allocations & Programs Division

3
JJO's/311/71173

1. The status of Heavy Bombardment aircraft in the United Kingdom, as of 2100 GMT 18 October 1943, is:

Reported on hand (SC-49-2 as of 18 Oct 1943)	999
Additional airplanes reported by ATC as delivered as of 18 Oct 1943	16
Additional airplanes reported by ATC as arrived in United Kingdom, but not accepted by Eighth Air Force, as of 18 Oct 1943	<u>113</u>
Total in United Kingdom	1088
Unit Equipment plus 50% reserve for Eighth Air Force (20 Gps x 35 = 700 + 350 = 1050 + 18 (12 + 6 + 50% reserve for Pathfinder Sq.))	<u>1068</u>
Excess actually in United Kingdom	20

2. Within the limit of Heavy Bombardment aircraft available, it is planned to furnish the Eighth Air Force with 25% of the Heavy Bombardment unit equipment strength in aircraft replacements monthly. Also, all Heavy Bombardment Groups scheduled for departure to the Eighth Air Force will go with a unit equipment strength in aircraft of thirty-five (35), plus a 50% reserve of eighteen (18), plus the first month's attrition replacement of nine (9) aircraft.

3. With reference to paragraph 2, Comment No. 1, it is estimated that the two (2) crewper unit airplanes for all Heavy Bombardment Groups in United Kingdom will be reached in December of this year. All Heavy Bombardment Groups scheduled for departure to the Eighth Air Force will leave with seventy (70) crews (two (2) crews per unit equipment aircraft)).

O. P. WELAND
Brig. Gen., U. S. A.

Coordination:

AFROM _____

*File
SK
10/20/43*

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Air 43 452.1 Eng (293)

Copy 452.1 Eng (293)

~~SECRET~~
MINIMUM

DECLASSIFIED
EOD DIS
8 Jan 20 June 1974
By: ALC/ECJ/C Date: 10/12/74

31 OCT 1943

Lt. General Ira C. Eaker
Commanding General
Eighth Air Force
APO 653
c/o Postmaster
New York, New York

Dear Ira:

During Jarney's absence from the city, I am replying to your letter of 8 October 1943. Our cablegram No. A-4011 of 19 October authorized you to convert ten B-24D airplanes for transport use as requested.

The available YB-40's and B-24D's should be returned to this country. You will be informed as to procedure for flight delivery by cablegram within the next few days and this information should, therefore, be in your possession before you receive this letter. Suggest you do not return any B-26's until you determine whether those now on hand, less any returned, will support your medium groups at authorized unit equipment strength plus 50% reserve without any additional replacements delivered to you during the balance of this year. As pointed out in our cablegram No. A-3846 of 8 October, your B-26 attrition aircraft for the period from October to January have been furnished in advance. Forty-three (43) replacement B-26's have been set up for delivery to you in January, however.

Your remarks regarding prompt response of this headquarters to your cables are appreciated. We consider our main reason for being here is to see that you people in the theatres get everything you need that is humanly possible to provide. Therefore, we give you unfavorable replies only when there appears to be no alternative.

With best regards.

Sincerely,

E. A. CRAIG
Brigadier General, U. S. A.
Acting Chief of the Air Staff

COPY FOR GENERAL STILES

~~SECRET~~

*Delivered by
395*

*File
2/11/43*

SECRET
12/15/75

DECLASSIFIED

DDG 112

8 Jan. & 20 June 1974

By ALW / RGC Date 10/12/74

Letter from General Eaker to General Giles 8 October 1943

Secretary, Air Staff

29 Oct 1943

Asst Chief of Air Staff, Operations, Commitments & Requirements **RHK/scr/74380**¹

Recommend signature of attached reply to General Eaker by Chief of the Air Staff.

M. E. GROSS
BRIG GEN, USA

2 Incls.
Ltr from Gen Eaker to
Gen Giles
Proposed reply

air as

For dispatch

Moh

Dispatched
31 Oct 1943
AAG

Call 450.1 Reg 592

SECRET
12/15/75

Call 450.1 Reg 592

SECRET

DECLASSIFIED

DDO lrs

8 Jan. & 20 June 1974

By: ~~ALM/PLC~~ Date: 12-12-76

WAR DEPARTMENT

**HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON, D. C.**

15 October 1943

*See Craig
see me
BME*

MEMORANDUM FOR CHIEF OF THE AIR STAFF

SUBJECT: Long Range Fighters for U.K.

1. Beginning today, all P-47 production from Republic-Farmingdale will have wing attachments which will permit the use of two 150 gal. wing tanks. There will be at least 200 of these airplanes so equipped the remainder of this month, followed by 350 next month and each month thereafter. It is recommended that immediate action be taken to insure that these P-47's go to U.K.

2. Republic are also doing everything humanly possible to get out wing tank adapter kits for the 150 gal. wing tanks for installation on the airplanes thus far delivered. Approximately 130 of these kits will be produced this month. Every possible means will be employed to accelerate production of these kits. Republic has been instructed to make sure that their instructions provide for these kits to go to U.K. by air and fast boat.

3. I note in today's "Summary of Airplanes" that U.K. has less than 100 P-38 airplanes on hand. It appears to me that the situation is sufficiently critical there to warrant your immediate consideration in sending current P-38 production to U.K. You may also want to consider borrowing some of 12th Air Force P-38's for the present. These comments in regard to P-38's because P-38's will carry 2-150 gal. wing tanks.

12th AF USAF Long Range
(289)

BME

B. E. MEYERS
Brig. General, U. S. A.
Acting Assistant Chief of
Air Staff for M. M. & D.



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ci 10/29/43*

452.157 (289)

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DECLASSIFIED

Remembrance
AFDAS
HAC/gnd
Ext. 72052

Written 17 October 1945.

DECLASSIFIED

DDO HHS

8 Jan. & 20 June 1974

By AL-186 JG, Date 10-12-76

Air Marshal W. L. Welsh,
British Joint Staff Mission,
Office of the Combined Chiefs of Staff,
Washington, D. C.

My dear Air Marshal Welsh:

In reply to your letter of 6 October 1945, it was extremely disappointing for me to learn of the slow and late deliveries scheduled for the Mark IX P. R. Mosquitoes.

Nevertheless, our pressing need is for the photo reconnaissance type, and I would be appreciative if the Air Ministry would re-examine the availability of Mark IX Mosquitoes with a view to supplying the U. S. Army Air Forces with one hundred and twenty (120) of this type.

It is realized that delivery of the Mark IX's may be delayed until the early part of next year. This we are willing to accept, even though our need is great.

I feel that the difficulties involved in modifying the Mark IV type for P. R. work are so great and time consuming as to make this aircraft unacceptable.

Sincerely,

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

S.H.L.
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(288)

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DOD RRS
8 Jan. & 20 June 1974
By: ALC / BGL/C. Date: 10-12-74

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

C
O
P
Y

6 October 1943.

Personal & Secret.

My Dear General:

The Arnold/Courtney Agreement provided for Mosquito allocations to U.S.A. in 1943 as follows:-

- 40 Mark IV (Unarmed bombers) ex Canadian production.
- 60 Mark VI (Fighter bombers) ex British production.
- 20 Mark XIII (Night fighter) ex British production.

120

It was appreciated that you wanted them solely for photographic reconnaissance.

On September 22nd we advised you that as a result of a re-assessment of RAF operational requirements it had been found possible to supply you with the following:-

- 90 Mark IV (Unarmed bombers) ex Canadian production.
- 30 Mark VI (Fighter bombers) ex British production.

This had the desirable effect of meeting your preference for the unarmed bomber version to a greater extent and reducing the types to be delivered to you from three to two.

This offer crossed General Giles' letter of September 25th, asking us to investigate the possibility of supplying Mark IX P.R. Mosquitos in place of the Marks VI and XIII, even at the expense of a decelerated rate of delivery, owing to the difficulty of modifying these two latter types.

The offer contained in our letter of September 22nd gives you 90 of the 120 aircraft to be delivered in 1943 in a type acceptable to you, without any sacrifice in delivery dates. It is therefore only necessary to find a solution for the remaining 30 aircraft.

The problem has been referred to the Air Ministry, who are most anxious to do everything possible to meet your requirements, but they find

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DD Form 138

1 Jan. & 20 June 1974

By A.C.M./R.G.C. Date 10-12-76

~~SECRET~~

it impossible to do so, except on a decelerated delivery schedule. The best they can offer for the remaining 30 aircraft to be delivered in Mark IX (P.R. type) is as follows:-

February	5
March	10
April	10
May	5

Will you please let me know if you prefer to wait for the Mark IX on this decelerated delivery basis, or if it is more advantageous to you to accept the Mark VI as offered for delivery 10 each in September, October and November.

It would be appreciated if you could let me have your decision on this point as soon as possible, because deliveries of the Mark VI have been suspended until your wishes are known.

I understand it was General Baker's intention to employ the Mark VI type to form a weather reconnaissance unit. If this is an urgent requirement it may suit you to accept these 30 aircraft in this form without any delay in delivery, but if the P.R. need is greater you may wish to wait for the Mark IX,

Yours sincerely,

(S)
W. L. WELSH
Air Marshal.

~~SECRET~~
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EGG 075

8 Jan & 30 June 1974

By **ALN / SGC / DOR / 10-2-74**

Air Marshal W. L. Welsh
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D. C.

My dear Air Marshal Welsh:

Your request of 6 October 1943, for a decision regarding the Mark IX Mosquito aircraft has been reviewed, and information is requested as to the possibility of the Army Air Forces obtaining sixty-five (65) Mark IX aircraft to be delivered five (5) in February, 1944, and balance at the rate of ten (10) per month until a total of sixty-five (65) have been delivered. The balance of fifty-five (55) Mark IV aircraft to be delivered from Canadian production at the anticipated rate of delivery furnished in your letter of 23 September, 1943.

It is understood that the Mosquito Mark IV is not being used by the RAF for photographic reconnaissance in the ETO and that its use is being limited to night photography. Therefore, the U. S. Army Air Forces would not have any use for this model for photographic work in the European Theater.

The Mosquito Mark VI cannot be converted for use as a Photographic Reconnaissance aircraft.

Sincerely,

*Rewriter
anda / ziac / gms
10/16/43*

CONFIDENTIAL

CONFIDENTIAL

DECLASSIFIED

DDO 105

8 Jan. & 20 June 1984

By ALM/SG JAC Date 12-12-76

Transmittal of Correspondence for Signature.

Asst C/AS, O C and R

8 Oct 1945

**Asst C/AS, O C and R, Requirements Division, Reconnaissance
Branch**

**1
Col. Hall/bg 4774**

**Attached hereto is suggested reply to letter from Air Marshal W. L. Welsh
to General Arnold dated 6 October 1945.**

2 Incls.

**JAMES G. HALL
Colonel, Air Corps**

**No. 1 - Dft ltr to Air Marshal
Welsh**

**No. 2 - Ltr to CG/AAF from Air Marshal
Welsh, dtd 6 Oct 45.**

TO: General Hall

12 Oct 1945

FROM: AC/AS, Operations, Commitments and Requirements

**Comment No. 2
LNT/lh/3487**

Forwarded.

**2 Incls:
n/c**

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

CONFIDENTIAL

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DOD 475

8 Jan. & 29 June 1974

By ~~SP-1~~ / ~~SP-1~~ Date 10-12-76

~~SECRET~~

~~RELEASABLE~~

By ~~SP-1~~ / ~~SP-1~~
 The Joint Chiefs of Staff
 10 Sept 43
Jaw

Proposed Sortie rates per U.E. in U.K. (SC-C-13)

Deputy Chief of Air Staff
 Attention: Brig. Gen. Hall
 Statistical Control Division

10 Sep 1943

GED/mm/73891

1. At the request of the Air Ordnance Office, MM&D, the attached study has been prepared in which sortie planning rates per U.E. for heavy bombers in U.K. are proposed, based upon statistical analysis of trends.

2. It is understood that this material is to be used to assist in determining bomb and ammunition requirements in the third and fourth quarters of 1943 in VIII Air Force.

3. Due to the general interest in the intensity of operations which can be sustained in U.K., this analysis is being distributed to your office.

4. This study is a supplement to a study on bomb and ammunition consumption rates, which is available at the request of your office. The title of the primary report is as follows:

COMBAT ANALYSIS STUDY NO. III

PROPOSED A.A.F. BOMB AND AMMUNITION CONSUMPTION RATES
 EIGHTH AIR FORCE

Third and Fourth Quarters, 1943

- Based upon Statistical Analysis of Trends -

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

1 Incl
 Supplement (SC-C-13)
 "Sortie Rates (Observed
 and Proposed)
 Copy No. 2

105 4521 10/1/43 (587)

File
JK
9/2/43

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1

as as 32.1 10/2/43

Peteros. note date

Everything
has been done
on this &
Gen A advised

P

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

File

(Cables attached to
this ret'd to Cable
section. 10/28)

WAR DEPARTMENT
COMMANDING GENERAL, ARMY AIR FORCES

DATE

12/25

MEMORANDUM FOR:

Mr. Pomeroy

*I believe you
have taken this
up already with
the General
cab*

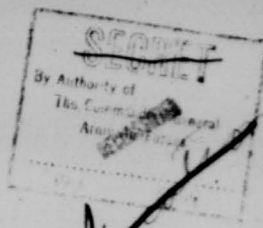
2

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

17-2418

3-7900, AF

~~SECRET~~



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

October 13, 1943

DECLASSIFIED

DDI 165

8 Jan. & 29 June 1974

By ALN/RG SC Date 10-12-76

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES

Subject: Aircraft Shipments to United Kingdom.

1. Restrictions are being placed on the shipment of aircraft to the United Kingdom which, it is felt, will result in shipping delays, particularly if the number of available aircraft increases or if there is a decrease in the number of vessels operated between this Country and the United Kingdom.

2. The first of the problems results from an endeavor on the part of the Eighth Air Force to specialize, at certain installations, in the reassembly of one specific type plane and as a result of which they requested that only one type plane be loaded on one vessel and then only on vessels which will make delivery at a specific destination.

3. This method of shipping is very wasteful of steamer space in that considerably more planes can be loaded on a given deck by mixing various types as has been done in the past.

4. Tab "A" consists of radios exchanged between Eighth Air Force and this Headquarters on matter of restricting loading to one type plane per vessel.

Tab "B" consists of paraphrase of radio from Chief of Transportation, ETOUSA, to Transportation Corps, ASF, in which the Transportation Corps went on record that this is entirely an AAF restriction and not deemed necessary from a purely transportation viewpoint.

5. The second problem concerns a restriction placed by Chief of Transportation, ETOUSA, as to number of tankers in a convoy which can be utilized for transportation of aircraft. The Transportation Corps of the Army Service Forces has for some time past restricted the Army Air Forces to nine tankers per convoy for the deckloading of airplanes. The purpose of this restriction is to avoid delay while the tankers are being unloaded, so that they will not miss their return convoy. Frequently, after discharging their liquid cargo the tankers must go to another port, or at least to another berth, to unload their airplanes, and must wait there while planes are being removed from a tanker already occupying the berth space.

4521 Eng Land 286



~~SECRET~~

4521 Eng 286

A-2418

SECRET

MEMORANDUM to CG, AAF, Subject: Aircraft Shipments to United Kingdom.

6. In the case of a convoy which is now loading, the Atlantic Overseas Air Service Command had many more airplanes ready for shipment than could be loaded on nine tankers. As a result, an agreement was made with War Shipping Administration to permit loading of fifteen tankers in this convoy.

7. Subsequently the War Shipping Administration withdrew permission to load six previously allocated tankers because those six tankers were already loaded with gasoline and it is considered too dangerous to load airplanes onto a gasoline-laden tanker. This reduced the number of available tankers to nine. Subsequently, six additional lubricating oil tankers were allocated for carrying aircraft so that there was again a total of fifteen allocated. The Transportation Corps, Army Service Forces, were concerned over the possibility of encountering difficulties in the United Kingdom due to loading planes onto such number of tankers, and General Wylie, Assistant Chief of Transportation, Army Service Forces, telephoned on 11 October 1943 to General Ross, Chief of Transportation, ETOUSA, inquiring as to possibility of United Kingdom handling that many plane-loaded tankers in one convoy.

8. It was indicated that the loading of planes onto fifteen tankers would possibly result in five tankers being so delayed in unloading as to miss the return convoy and retard delivery of petroleum products to that extent.

9. Apparently based on this telephone conversation, the War Shipping Administration later withdrew three of the fifteen tankers which had been allocated leaving only twelve assigned for carriage of aircraft. As a result, the aircraft which were intended for forwarding on three tankers will lay over in the New York Area until the next convoy.

10. In transcript of telephone conversation, between General Wylie and General Ross, it is indicated that the Air Forces three times changed plans as to loading of airplanes in this convoy. This is incorrect since the number of airplanes ready to go forward never changed. The changes were caused by conditions under control of the Transportation Corps and War Shipping Administration.

11. One of the underlying reasons for placing these obstacles in the way of shipping "set up" planes undoubtedly is a determination to have planes shipped in boxed condition and which efforts are being continuously and vigorously opposed by this Headquarters.

12. RECOMMENDATIONS:

a. To assure timely delivery of aircraft to United Kingdom, it is desirable that all restrictions retarding water shipment of aircraft be lifted and it is suggested:

SECRET

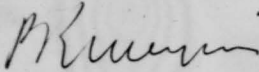
~~SECRET~~

7

MEMORANDUM to CG, AAF, Subject: Aircraft Shipments to United Kingdom.

- (1) that further steps be taken in an endeavor to have the Eighth Air Force provide adequate reassembly facilities so as to eliminate the necessity of loading only one type plane per vessel.

- (2) that everything possible be done to provide additional unloading berths in United Kingdom in which both liquid cargo and planes can be discharged from deep draft tankers, and that other necessary facilities be provided which will make it possible to lift the restriction as to number of tankers in a convoy on which planes can be shipped.



B. M. MEYERS
Brig. General, U.S.A.
Acting Chief of Air Staff,
M&D

~~SECRET~~

WAR DEPARTMENT
COMMANDING GENERAL, ARMY AIR FORCES

DATE 10/25

MEMORANDUM FOR:

Gen Perrin

*I believe you
have taken this
up already with
the General*

C.A.P.

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

A-2418

3-7900, AF

DECLASSIFIED

DDI 105

8 Jan. & 29 June 1974

By SLM/AG, JC, Date 10-12-76

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES

Subject: Aircraft Shipments to United Kingdom.

1. Restrictions are being placed on the shipment of aircraft to the United Kingdom which, it is felt, will result in shipping delays, particularly if the number of available aircraft increases or if there is a decrease in the number of vessels operated between this Country and the United Kingdom.

2. The first of the problems results from an endeavor on the part of the Eighth Air Force to specialize, at certain installations, in the reassembly of one specific type plane and as a result of which they requested that only one type plane be loaded on one vessel and then only on vessels which will make delivery at a specific destination.

3. This method of shipping is very wasteful of steamer space in that considerably more planes can be loaded on a given deck by mixing various types as has been done in the past.

4. Tab "A" consists of radios exchanged between Eighth Air Force and this Headquarters on matter of restricting loading to one type plane per vessel.

Tab "B" consists of paraphrase of radio from Chief of Transportation, ETOUSA, to Transportation Corps, ASF, in which the Transportation Corps went on record that this is entirely an AAF restriction and not deemed necessary from a purely transportation viewpoint.

5. The second problem concerns a restriction placed by Chief of Transportation, ETOUSA, as to number of tankers in a convoy which can be utilized for transportation of aircraft. The Transportation Corps of the Army Service Forces has for some time past restricted the Army Air Forces to nine tankers per convoy for the deckloading of airplanes. The purpose of this restriction is to avoid delay while the tankers are being unloaded, so that they will not miss their return convoy. Frequently, after discharging their liquid cargo the tankers must go to another port, or at least to another berth, to unload their airplanes, and must wait there while planes are being removed from a tanker already occupying the berth space.

MEMORANDUM to CG, AAF, Subject: Aircraft Shipments to United Kingdom.

6. In the case of a convoy which is now loading, the Atlantic Overseas Air Service Command had many more airplanes ready for shipment than could be loaded on nine tankers. As a result, an agreement was made with War Shipping Administration to permit loading of fifteen tankers in this convoy.

7. Subsequently the War Shipping Administration withdrew permission to load six previously allocated tankers because those six tankers were already loaded with gasoline and it is considered too dangerous to load airplanes onto a gasoline-laden tanker. This reduced the number of available tankers to nine. Subsequently, six additional lubricating oil tankers were allocated for carrying aircraft so that there was again a total of fifteen allocated. The Transportation Corps, Army Service Forces, were concerned over the possibility of encountering difficulties in the United Kingdom due to loading planes onto such number of tankers, and General Wylie, Assistant Chief of Transportation, Army Service Forces, telephoned on 11 October 1943 to General Ross, Chief of Transportation, ETOUSA, inquiring as to possibility of United Kingdom handling that many plane-loaded tankers in one convoy.

8. It was indicated that the loading of planes onto fifteen tankers would possibly result in five tankers being so delayed in unloading as to miss the return convoy and retard delivery of petroleum products to that extent.

9. Apparently based on this telephone conversation, the War Shipping Administration later withdrew three of the fifteen tankers which had been allocated leaving only twelve assigned for carriage of aircraft. As a result, the aircraft which were intended for forwarding on three tankers will lay over in the New York Area until the next convoy.

10. In transcript of telephone conversation, between General Wylie and General Ross, it is indicated that the Air Forces three times changed plans as to loading of airplanes in this convoy. This is incorrect since the number of airplanes ready to go forward never changed. The changes were caused by conditions under control of the Transportation Corps and War Shipping Administration.

11. One of the underlying reasons for placing these obstacles in the way of shipping "set up" planes undoubtedly is a determination to have planes shipped in boxed condition and which efforts are being continuously and vigorously opposed by this Headquarters.

12. RECOMMENDATIONS:

a. To assure timely delivery of aircraft to United Kingdom, it is desirable that all restrictions retarding water shipment of aircraft be lifted and it is suggested:

MEMORANDUM to CG, AAF, Subject: Aircraft Shipments to United Kingdom.

- (1) that further steps be taken in an endeavor to have the Eighth Air Force provide adequate reassembly facilities so as to eliminate the necessity of loading only one type plane per vessel.
- (2) that everything possible be done to provide additional unloading berths in United Kingdom in which both liquid cargo and planes can be discharged from deep draft tankers, and that other necessary facilities be provided which will make it possible to lift the restriction as to number of tankers in a convoy on which planes can be shipped.

DECLASSIFIED

DD FORM 13

8 Jan. & 20 June 1974

By AA/86 (M) Dgm. 12-74

Aircraft to United Kingdom

**Asst. Chief of Air Staff, Plans
AC/AS, Operations, Commitments & Requirements IN TOUR
Chief of the Air Staff.**

9-26-63

MAL/rdg/5:65 1

For comment and recommendation.

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

Atts Memo for C/AS fm. MM&D
9/25/43 w/Tab A.

air 05 4521 Eng.

Dispatched
26 SEP 1943
AAG

(516)

SECRET

air 05 4521 Eng.

(236)

(written 9-23-43)

AFDTR-5
JFS/lf

DECLASSIFIED

DDI 105

8 Jan. 23 1974

By HL/AG Date 10-12-76

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Aircraft to United Kingdom.

1. Presently, there is more space available for shipment of deck loaded processed airplanes to United Kingdom than there are airplanes to ship.

2. The New York Air Service Port Area Command is in position to process, for deck loading, approximately 1050 aircraft per month (approximately 35 per day) which is considerably more than are presently being made available for shipment to United Kingdom and North African Theatres to which water shipments are made from New York.

3. The attached statement (Tab A) shows latest forecast of expected availability of aircraft set up for water shipment to the United Kingdom and to North Africa from which it will be noted that only approximately 833 airplanes are expected to become available for water shipment during the month of October.

4. Based on this estimate and in view of the excess tanker space which is available for shipment to the United Kingdom, it would be possible to handle approximately 200 additional aircraft for shipment to the United Kingdom during October.

5. The availability of excess processing and shipping facilities are being brought to your attention with the thought that it may be found desirable to allocate additional fighter aircraft for shipment to the United Kingdom.

S/Gen. Meyers

Incl.

Tab A.

at 450.1 eng. (286)

~~SECRET~~

DECLASSIFIED

200 hrs

31 JUL 83 BY SP-10/STW/STW

By ALO 7860 Date 10-12-76

JWS:epc:3365

25 SEP 1943

Air Vice Marshal MacNeese Foster,
Royal Air Force Delegation,
1424 16th Street, N.W.
Washington, D. C.

Dear Air Vice Marshal Foster:

As you undoubtedly know, our Army Air Forces are badly in need of photo reconnaissance airplanes. It was this urgent requirement that resulted in the assignment from United Kingdom production of eighty (80) Mosquito type aircraft. It was known at that time that the reconnaissance type airplane was needed, but it would have been detrimental to the program in the United Kingdom to assign the United States reconnaissance type aircraft and therefore the assignment was filled with fighter type Mosquitos with my full understanding.

At that time we felt confident that we could convert the fighter type to our requirements but after investigation we have decided that this conversion is impractical and that neither the Mark VI nor the Mark XIII Mosquito is capable of meeting our requirements for a photo reconnaissance aircraft.

Would you be kind enough to investigate the possibility of the above commitment being fulfilled by supplying the Mark IX Mosquito in lieu of those presently assigned. If it is absolutely essential, we would prefer to accept Mark IX aircraft at a accelerated delivery schedule rather than accept those presently assigned.

Sincerely yours,

[Signature]

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

Dispatched
14 SEP 1943
AMC

Am Dec 458.1 Eng, (855)

~~SECRET~~

Am Dec 452.1 Eng (28)

DECLASSIFIED

DDG 100

8 Jan 80/1000 1000

By 400/800 1000 1000 1000 1000

JWS:epc:3365

Air Vice Marshal MacKeece Foster,
Royal Air Force Delegation,
1424 16th Street, N.W.
Washington, D. C.

Dear Air Vice Marshal Foster:

As you undoubtedly know, our Army Air Forces are badly in need of photo reconnaissance airplanes. It was this urgent requirement that resulted in the assignment from United Kingdom production of eighty (80) Mosquito type aircraft. It was known at that time that the reconnaissance type airplane was needed, but it would have been detrimental to the program in the United Kingdom to assign the United States reconnaissance type aircraft and therefore the assignment was filled with fighter type Mosquitoes with my full understanding.

At that time we felt confident that we could convert the fighter type to our requirements but after investigation we have decided that this conversion is impractical and that neither the Mark VI nor the Mark XIII Mosquito is capable of meeting our requirements for a photo reconnaissance aircraft.

Would you be kind enough to investigate the possibility of the above commitment being fulfilled by supplying the Mark IX Mosquito in lieu of those presently assigned. If it is absolutely essential, we would prefer to accept Mark IX aircraft at a accelerated delivery schedule rather than accept those presently assigned.

Sincerely yours,

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

Handwritten: Air Mail 4521 Aug. 285

Handwritten: Air Mail 4521 Aug. 285

~~SECRET~~

DECLASSIFIED
DDI #13
8 Jan. & 20 June 1974
By ALM/CAC LC Date 10-12-76

JWS:eps:3366

25 SEP 1943

Air Vice Marshal MacLesse Foster,
Royal Air Force Delegation,
1434 16th Street, N.W.
Washington, D. C.

Dear Air Vice Marshal Foster:

As you undoubtedly know, our Army Air Forces are badly in need of photo reconnaissance airplanes. It was this urgent requirement that resulted in the assignment from United Kingdom production of eighty (80) Mosquito type aircraft. It was known at that time that the reconnaissance type airplane was needed, but it would have been detrimental to the program in the United Kingdom to assign the United States reconnaissance type aircraft and therefore the assignment was filled with fighter type Mosquitoes with my full understanding.

At that time we felt confident that we could convert the fighter type to our requirements but after investigation we have decided that this conversion is impractical and that neither the Mark VI nor the Mark XIII Mosquito is capable of meeting our requirements for a photo reconnaissance aircraft.

Would you be kind enough to investigate the possibility of the above commitment being fulfilled by supplying the Mark IX Mosquito in lieu of those presently assigned. If it is absolutely essential, we would prefer to accept Mark IX aircraft at a decelerated delivery schedule rather than accept those presently assigned.

Sincerely yours,

Subjed

Leslie H. Gurnea
Major General, U. S. Army,
Chief of the Air Staff.

Disapproved
10-12-1946
ALM

Wm. G. 452.1 Eng. (285)

~~SECRET~~

452.1 Eng. (285)

DECLASSIFIED

100-100

By SP-6 JVS/BJC Date 08-12-76

By SP-6 JVS/BJC Date 08-12-76

JVS:epc:3365

25 SEP 1943

Air Vice Marshal Wallace Foster,
Royal Air Force Delegation,
1434 16th Street, N.W.
Washington, D. C.

Dear Air Vice Marshal Foster:

As you undoubtedly know, our Army Air Forces are badly in need of photo reconnaissance airplanes. It was this urgent requirement that resulted in the assignment from United Kingdom production of eighty (80) Mosquito type aircraft. It was known at that time that the reconnaissance type airplane was needed, but it would have been detrimental to the program in the United Kingdom to assign the United States reconnaissance type aircraft and therefore the assignment was filled with fighter type Mosquitos with my full understanding.

At that time we felt confident that we could convert the fighter type to our requirements but after investigation we have decided that this conversion is impractical and that neither the Mark VI nor the Mark VIII Mosquito is capable of meeting our requirements for a photo reconnaissance aircraft.

Would you be kind enough to investigate the possibility of the above commitment being fulfilled by supplying the Mark IX Mosquito in lieu of those presently assigned. If it is absolutely essential, we would prefer to accept Mark IX aircraft at a accelerated delivery schedule rather than accept those presently assigned.

Sincerely yours,

Signed

Earney M. Clegg,
Major General, U. S. Army,
Chief of the Air Staff.

Handwritten: CWS CAS 452.1 1st Aug 385

Stamp: RECEIVED

Handwritten: CAS 452.1 900 (215)

SECRET

DECLASSIFIED

DECLASSIFIED

ODD IIS

8 Jan & 20 June 1974

By ALM/SG Date 12-12-76

Mosquito Airplanes Manufactured in U.K.

AC/AS, MMAD (Attention: Colonel Secums)

22 Sept. 1943

Deputy Chief of the Air Staff.

1
ESP/omo/6371

1. We understand from Colonel Roosevelt that those Mosquitoes being manufactured in the U.K. are not useable as a photographic airplane.

2. Please check into this. If this is correct, let's substitute some Mosquitoes manufactured in Canada for the 80 they are getting in U.K.

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

Dispatched
22 SEP 1943
443

Handwritten: 452.1 Eng. (284)

Handwritten: File
22 Sept 43

Handwritten: Air as 452.1 Eng. 284

DECLASSIFIED

SECRET

2

SECRET

DECLASSIFIED

DECLASSIFIED

DDO 125

8 Jan & 20 June 1974

By 4126660 Doc 1002-74

Mosquito Airplanes Manufactured in U. K.

To: Deputy Chief of the Air Staff

Date: 1 Oct 1945

From: Asst C/AS, Materiel, Maintenance & Distribution

Comment No. 2
HL/hia - 3886

1. The Mosquitoes from the U. K. production are not satisfactory for photographic use because all of the machines allocated from this source have been fighter bombers, Mk VI, or night fighters, Mk XIII, which do not have provisions for photographic equipment.

2. The allocations were revised in a letter from the Director of Supply and Organization of the British Air Commission to the Assistant Chief of Air Staff, OCMR, Attention: Brig. General H. A. Craig, dated 25 September 1945, file No. A.20887/41 (11), subject: "Allocations of Mosquitoes to the U.S.A.A.F." This indicates that the A.A.F. will receive 90 unarmored bombers from Canadian production and only 30 fighter bombers, Mk VI, from British production.

3. It is understood that OCMR is now considering action to request another revision in allocations in order to obtain a more suitable model from the U. K. Previous experience in this office indicates that the more desirable models are very difficult to obtain because of the production situation.

Reply expected 10-6-45 from R.A.F. del.

J. V. ^{del}MISSONS, JR.
Colonel, Air Corps,
Executive

*File
by
10/1/45*

File 4521 Eng. 284

SECRET
DECLASSIFIED

air 4521 Eng 284

DECLASSIFIED
DDO 10a.

HEADQUARTERS ARMY AIR FORCES

~~SECRET~~
By A. G. ...
The ...
10 Sept 43 Jan

TALLY NO.	
FILE NO.	

8 Jan. & 20 June 1974

ROUTING AND RECORD SHEET

~~SECRET~~

SUBJECT: Proposed Sortie rates per U.E. in U.K. (SC-C-13)

TO: Commanding General, Army Air Forces
FROM: Statistical Control Division

DATE 10 Sep 1943

COMMENT NO. 1
GED/nm/73891

1. At the request of the Air Ordnance Office, MM&D, the attached study has been prepared in which sortie planning rates per U.E. for heavy bombers in U.K. are proposed, based upon statistical analysis of trends.
2. It is understood that this material is to be used to assist in determining bomb and ammunition requirements in the third and fourth quarters of 1943 in VIII Air Force.
3. Due to the general interest in the intensity of operations which can be sustained in U.K., this analysis is being distributed to your office.
4. This study is a supplement to a study on bomb and ammunition consumption rates, which is available at the request of your office. The title of the primary report is as follows:

COMBAT ANALYSIS STUDY NO. III
 PROPOSED A.A.F. BOMB AND AMMUNITION CONSUMPTION RATES
 EIGHTH AIR FORCE
 Third and Fourth Quarters, 1943
 - Based upon Statistical Analysis of Trends -

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

- 1 Incl
 Supplement (SC-C-13)
 "Sortie Rates (Observed
 and Proposed)
 Copy No. 1

Class 452.1 copy sent 583

File
C-17247

~~SECRET~~

~~SECRET~~

DECLASSIFIED

DDO 175

8 Jan & 20 June 1976

By ALM (SG) AC Date 12-12-76

SECRET

RELEASABLE

By: <i>10 Sept 43 Jaw</i>
10 Sep 1943

Proposed Sortie rates per U.E. in U.K. (SC-C-13)

Commanding General, Army Air Forces

10 Sep 1943

Statistical Control Division

GBD/mm/73091 ¹

1. At the request of the Air Ordnance Office, MMAD, the attached study has been prepared in which sortie planning rates per U.E. for heavy bombers in U.K. are proposed, based upon statistical analysis of trends.

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PROPOSED A.A.F. BOMB AND AMMUNITION CONSUMPTION RATES
EIGHTH AIR FORCE

Third and Fourth Quarters, 1943
- Based upon Statistical Analysis of Trends -

1 Incl
Supplement (SC-C-13)
"Sortie Rates (Observed
and Proposed)
Copy No. 1

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

SECRET

1 av 26520 / 27 (210)

~~SECRET~~

Auth: C.G., AAF
Date: 28/8/43
Initials: JOW

SC-C-13

SECRET

- SUPPLEMENT -

Copy No. 1

COMBAT ANALYSIS STUDY NO. III - U.K.

PROPOSED A.A.F. BOMB AND AMMUNITION CONSUMPTION RATES
EIGHTH AIR FORCE

Third and Fourth Quarters, 1943
- Based Upon Statistical Analysis of Trends -

Sortie Rates (Observed and Proposed)

1. The average monthly sortie rate of heavy bombers with combat units in the United Kingdom was 3.2 for the 9 Jan - 3 July period and 3.1 in the second quarter (4 Apr through 3 July). Estimated rates of 4.1 for July and 2.9 for August brought the average rate for the 8-month period to 3.4. The monthly variations are shown on the accompanying graph. These rates are based on planes on hand with combat units, as contrasted with unit equipment—the number of planes intended to be on hand with combat units.
2. Due to this rather constant sortie rate and to a steady increase in the number of planes with combat units, now in excess of T.O., the sortie rate per unit equipment has risen sharply. It was 3.5 in June and estimated to be 5.1 in July and 3.5 in August, as contrasted with 3.3, 4.1, and 2.9 per planes with combat unit for the same months.
3. To arrive at a sortie rate most applicable to authorized unit equipment in U.K. during the coming months, two facts must be considered: (1) the number of planes with combat units exceeds T.O. and probably will continue to do so for some time, and (2) a planned increase in the number of combat and replacement crews will permit greater activity. In view of these considerations, a planning factor of 4 sorties per month per unit equipment is recommended.
4. A planning factor of 70% is proposed for the percent of heavy bomber sorties devoted to bombing.
5. The sortie rate of P-47's increased from 3 in April to 10 in May and June. An estimated rate of 8.5 for July operations resulted in an average for the total period of 9.5. A sortie rate of 10 is proposed for P-47's. These fighters are not expected to carry bomb loads.

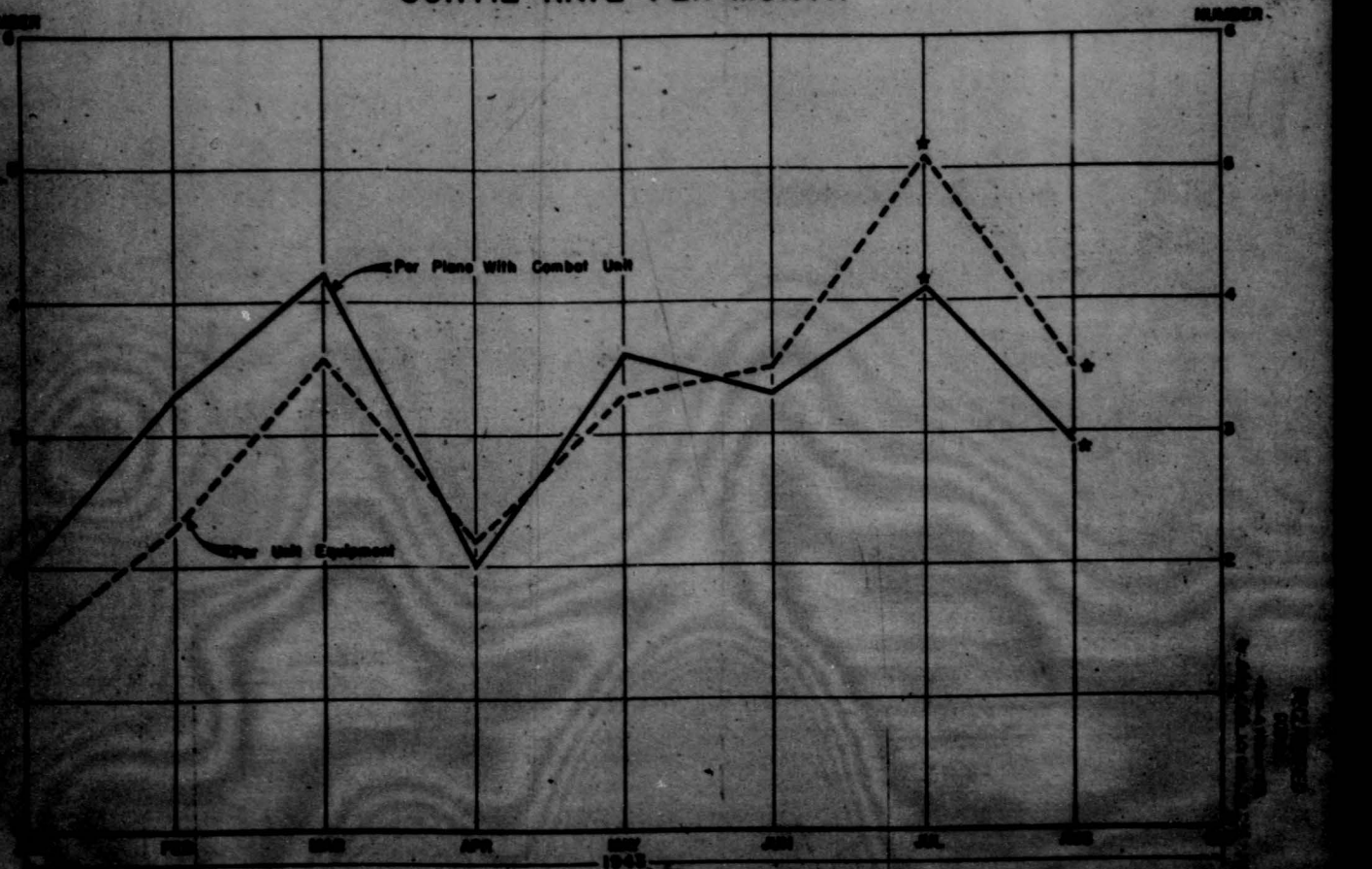
Statistical Control Division
Office of Management Control
7 September 1943

SECRET

DECLASSIFIED
DDO file
By AAF/RC on 10/18/76

~~SECRET~~

U K HEAVY BOMBERS SORTIE RATE PER MONTH



ROUTING AND RECORD SHEET

SECRET

TALLY NO.	
FILE NO.	

SUBJECT: Status of Airplanes on Hand in the Eighth Air Force as of September 5th.

TO: General Giles.

DATE 9/9/43

FROM: General Arnold

COMMENT NO. 1

Note the attached which gives the actual status of airplanes on hand in the Eighth Air Force as of September 5th. I would like to have our people check these figures with ours.

Incl: Chart re above subj.

TO: Statistical Control

DATE 9/10/43

FROM: Chief of the Air Staff.

COMMENT NO. 2
MAL/mdg/5265

For compliance with the foregoing and return to this office with the least practicable delay with a summary showing the major differences if any.

Hon J. W. C. ...
Gen Arnold
Incl. n/c

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

TO: Chief of the Air Staff

DATE 10 Sept 43

FROM: Statistical Control Division

COMMENT NO. 3
BB/elv/6068

1. The differences between the figures shown by us as airplanes with the Eighth Air Force and the attached tables are substantial, as will be noted from the attached comparison. They are entirely accounted for by the fact that the attached table lists only airplanes with combat units, whereas our figures include those with the 8th Air Service Command and other non-tactical organizations, including crated airplanes.

2. A new form of the Foreign Aircraft Status Report, which has been coordinated with all Theaters, is now being coordinated in this Headquarters prior to submission to the Chief of Staff for his approval. This will give information

SECRET

Approved
 450-1
 243

HEADQUARTERS ARMY AIR FORCES

DECLASSIFIED

E.O. 11652

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

Classified by *Alan J. Miller* on *12/1/74*
 Declassify on: *12/1/74*

SUBJECT: Status of Airplanes on Hand in the Eighth Air Force as of September 5th.

TO: Chief of the Air Staff

DATE 10 Sept 43

FROM: Statistical Control Division

COMMENT NO. 3

BB/elv/6068-Page 2.

as to the airplanes with combat units. A copy of this new form is attached.

3. Figures submitted by the Eighth Air Force as to total airplanes in their possession reconcile entirely with the figures published by this Division.

(3) for

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

3 Incls:

1 Incl - n/c

2 Additions:

Wkly Aircraft Status Rpt-Form.

Recon. of Combat Airplanes,

Table.

Per AS 052 Bug (28)

SECRET
DECLASSIFIED

DECLASSIFIED
DDO ltrs
8 Jan & 29 June 1974
by Chapman, J.C. Date 11/14/76

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

DATE 9/10/43

COMMENT NO. 2
MAL/mdg/5265

For compliance with the foregoing and return to this office with the least practicable delay with a summary showing the major differences if any.

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

Incl. n/c

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

DATE 10 Sept 43

COMMENT NO. 1
HE/clv/0048

1. The differences between the figures shown by us as airplanes with the Eighth Air Force and the attached tables are substantial, as will be noted from the attached comparison. They are entirely accounted for by the fact that the attached table lists only airplanes with combat units, whereas our figures include those with the 8th Air Service Command and other non-tactical organizations, including evac airplanes.

2. A new form of the Foreign Aircraft Status Report, which has been coordinated with all Theaters, is now being coordinated in this Headquarters prior to submission to the Chief of Staff for his approval. This will give information

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DECLASSIFIED

SECRET

DECLASSIFIED

DOD Hqs

8 Jan 5 20 June 1974

By *chc/llm* LC Date *10/1/76*

DECLASSIFIED

Status of Airplanes on Hand in the Eighth Air Force as of September 30th.

Chief of the Air Staff

10 Sept 43

Statistical Control Division

3
SP/43/0025-Page 2.

as to the airplanes with combat units. A copy of this new form is attached.

3. Figures submitted by the Eighth Air Force as to total airplanes in their possession reconcile entirely with the figures published by this Division.

3 Incls:

1. *Statistical* n/c

2 Additions:

Why Aircraft Status Rpt-Form.

Recon. of Combat Airplanes,

Table.

CHARLES D. THOMPSON

1st Colonel, Air Corps

Chief, Statistical Control Division

DECLASSIFIED

SECRET

STATUS OF HEAVY AND MEDIUM WEIGHT EXPLOSIVE CROSSL
 AS OF 15 SEP. 1943.

SECRET

6 September, 1943.

P-40

DECLASSIFIED
 000 ltr.
 8 Dec. & 30 June 1974
 by SP-10/10/74 LC: Dawson/10/74

Type, Model Serial	Qn Mtd	Polly Mtd.	Present Mtd.	E.A.B.	Exp. Dur.		Other	Total	Total	Total
					Exp. Dur.	Exp. Dur.				
2-177										
91	87	10	67	5	0	4	0	6	9	0
92	87	23	68	5	0	9	0	8	0	0
93	85	29	69	5	0	1	0	4	0	0
94	81	22	58	16	0	3	0	22	7	0
95	41	29	69	0	4	1	0	5	4	0
96	40	29	69	0	4	1	0	5	4	0
100	90	22	58	14	0	2	0	22	5	1
303	84	25	78	9	0	0	0	9	6	0
305	80	24	75	7	0	1	0	8	0	0
306	50	37	76	9	0	0	20	6	7	0
351	80	30	79	8	0	0	0	8	4	1
379	85	22	69	4	0	9	0	13	4	0
388	20	25	69	1	2	0	0	3	0	2
388	24	23	68	6	1	4	0	11	6	1
385	36	29	61	5	0	0	2	7	0	2
388	30	27	71	10	0	0	1	11	1	2
390	30	28	78	7	0	0	9	6	4	0
Totals	509	429	72	129	7	24	16	90	69	27

SECRET

REF. STATIONS MAYNARD & HOLLING BROTHERS & HARRISON
WITH SPECIAL GROUPS

6 SEPT. 1943.

p-0-8

SECRET

Type, Model Series	Items	On Hand	Fully Oper.	Percent Oper.	I.A.B.	Out for Parts	Temp. Rep.	Not Repair	Will be Fully Oper. in 30 days	1 week	over 1 week
B-17 D	205	12	11	92	0	0	0	1	1	0	0
	402	7	7	100	0	0	0	0	0	0	0
	Totals	19	18	95	0	0	0	1	1	0	0
	44	25	15	60	5	2	3	0	3	7	0
	93	29	22	76	5	0	1	0	1	1	1
B-24	209	25	18	72	4	2	0	1	6	1	0
	202	21	14	67	6	0	0	1	5	2	0
	Totals	100	69	69	20	4	4	1	2	15	15
	479	56	57	66	11	6	0	0	4	19	1
	91	3	3	100	0	0	0	0	0	0	0
B-24D 40	92	5	4	80	0	1	0	0	0	0	1
	203	1	1	100	0	0	0	0	0	0	0
	579	1	1	100	0	0	0	0	0	0	0
	204	1	1	100	0	0	0	0	0	0	0
	Totals	11	10	91	0	1	0	0	0	0	1

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REF. STAFF REPORT & RECORDS SECTION'S & INFORMATION
RECORD SECTION

6 APRIL 1945

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TYPE, MODEL
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24 HRS. 1 WEEK. SEE 1. 1. 1.

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DDO WFS
8 Jan. & 20 June 1974
By clw/jka J.C. Date 11/14/76

RECONCILIATION OF COMBAT AIRPLANES
IN EIGHTH AIR FORCE
As of September 5th

	<u>Total in Theater (SC-AS-2)</u>	<u>With Combat Units (Report from Eighth Air Force)</u>	<u>Not With Combat Units</u>
B-17F	764	583	181
B-17E	33	19	14
B-24	115	100	15
B-24 (Anti.-Sub)	58	56	2
YB-40	12	11	1
B-26	484	270	214
P-47	718	386	332
	<hr/>	<hr/>	<hr/>
Total Above Models	2,184	1,425	759

Statistical Control Division
Office of Management Control
10 September 1943

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WEEKLY AIRCRAFT STATUS REPORT

DECLASSIFIED

DDO #15

1 Jan. & 20 June 1979

By: *Chapman* J.C. Date: *10/14/76*

1. Effective as soon as possible after receipt of these instructions, the weekly aircraft status report will be submitted as outlined hereinafter. Previous instructions regarding the status reports are hereby rescinded.

2. The report will be submitted by the same method now employed, on the day of the week most convenient to your Air Force. The report will be submitted for each type and model of aircraft (including gliders), and will be in two sections. Section I will include all tactical aircraft. Section II will include all non-tactical aircraft.

3. Section I will be columnized as follows:

Column A - Total Tactical Planes On Hand

Column B - Operational Aircraft With Tactical Organizations

Column C - Repairable Aircraft With Tactical Organizations

Column D - Ready Reserve

Column E - In Service Organizations For Maintenance Or Repair

Column F - In Crates, Under Erection, Being Modified

Column G - Being Used For Training Or Miscellaneous Non-Tactical Activity

Column H - New Arrivals

Column I - Other Gains

Column J - Losses From Tactical Inventory

Column A, "Total Tactical Planes On Hand", will equal the total of Columns B, C, D, E, F and G and will represent the total of the particular type and model in the Air Force. Column A of the previous report plus gains (Columns H and I) less losses (Column J) must equal Column A of the current report.

Column B, "Operational Aircraft With Tactical Organizations", will include

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DOO Hrs.

8 Jan & 20 June 1974

Dr. *[Signature]* J.C. Davis *[Signature]*

operational planes with tactical organizations. Operational will be defined as ready to perform their primary mission.

Column C, "Repairable Aircraft With Tactical Squadrons", would ordinarily include planes undergoing first and second echelon maintenance and repair. Planes awaiting transfer to, or enroute to a service organization, may be included in Column E if such information is available.

Column D, "Ready Reserve", may include planes undergoing first or second echelon maintenance or repair, as well as operational planes.

Column E, "In Service Organizations For Maintenance Or Repair", will include planes in third and fourth echelon maintenance or repair. AAF planes being repaired in civilian or foreign government establishments will also be included.

Column F, "In Crates, Under Erection, Being Modified", will ordinarily include only recent arrivals which have not yet been made operational. New aircraft undergoing operational check, planes being rebuilt, and planes being crated for transfer to another location would be properly included.

Column G, "Being Used For Training Or Miscellaneous Non-Tactical Activity", will include planes in training establishments, headquarters planes, etc. Planes with newly arrived tactical organizations which are in training, or with organizations which have been relieved of combat duties for a period of training should be included in Column G.

Column H, "New Arrivals". Arrivals by air from the United States require no explanation. If planes arrive from another Air Force, for either temporary or permanent duty, these arrivals should be explained as to origin and number arriving. If a squadron or group movement is involved, the designation of the organization should be included as part of the explanation. Arrivals by water

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should be identified by boat name, convoy number, or project number.

Column I, "Other Gains", will include all additions to the tactical inventory, other than by arrival, and must be briefly explained. Such brief phrases as; from salvage, previously missing, previously lost in error, from RAF, redesignated, etc., is sufficient.

Column J, "Losses From Tactical Inventory", will include all deductions from the tactical inventory. Deductions will be explained as to number and cause. Cause can be explained by brief standard phrases such as; by E/A, by A/A, bombed on ground, missing on combat mission, accident, stripped for parts, correction of error, redesignated, to RAF, to 15th AF, etc. Reclassification as non-tactical is a deduction from the tactical inventory and should be explained in this column.

4. In the event that planes of the same type and model are being used by more than one type of organization, it will be necessary to report these planes separately. For example, P-39's with a reconnaissance organization would be reported as P-39 Recon and would be separated from P-39's with fighter organizations.

5. Planes on detached service with another Air Force will be dropped from the theater by an explanation in Column J and will be disregarded until they return. Planes arriving from another Air Force will be added to the theater inventory by an explanation in Column H, and will be included until the planes depart the Air Force or are lost. While planes are attached, it will be necessary to note each status report as to the number and type attached.

6. Section II will be merely a listing of the number of each non-tactical type and model, together with an explanation of the changes since the previous report. The complete columnar breakdown as shown in Section I is not necessary

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in Section II. Non-tactical planes will include the following:

- a. Utilities type transports.
- b. Liaison types (unless assigned to a reconnaissance organization for tactical use).
- c. Tactical type planes which because of age, obsolescence, or other reasons, are permanently unfit for tactical use.

Statistical Control Division
Office of Management Control

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6 Jul 63 / 10 Dec 1974
Ala. Sec. 10. Dec 1974

MEMORANDUM FOR GENERAL AFBOSID

SUBJECT: Heavy Bombers for U.K.

1. The following indicates status of heavy bomber aircraft for U.K.:

	Total	B-17	B-24
On hand in theatre per official report	870	799	115
Arrivals not yet acknowledged	44	44	-
Enroute as of 2400 hours 9 September	94	62	28
Total Out of U.S.	<u>908</u>	<u>865</u>	<u>143</u>
At Departure Station - E.T.B.			
10 September	32	32	20
Enroute Departure Station - E.T.B.			
12 September	11	4	1
Subtotal	<u>43</u>	<u>36</u>	<u>21</u>
In Second Air Force			
Current replacement E.T.B.			
15 September	9	3	6
Comant Project - Special Equipment			
E.T.B. September	12	12	-
Other Replacements - E.T.B.			
20 September	13	-	13
Three Groups (bal. in Mod. Center)			
E.T.B. 20 October	22	20	24
Subtotal in Second Air Force	<u>56</u>	<u>35</u>	<u>43</u>
In Modification Centers			
Current replacement projects -			
Mod. in A.F. by 30 September	16	2	14
New B-17 replacement projects to			
depart Second Air Force between			
23 September and 20 October	169	169	-
New B-24 replacement projects to			
depart Second Air Force during			
October	137	-	137
Three Groups (bal. of those shown			
in Second Air Force)	134	14	100
Subtotal in Mod. Centers	<u>456</u>	<u>285</u>	<u>251</u>
Total in U.S.	<u>402</u>	<u>285</u>	<u>228</u>
Total for U.K.	<u>1410</u>	<u>1150</u>	<u>471</u>

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MEMO FOR GENERAL ARNOID

RECLASSIFIED

- Note 1 - All aircraft now in Second Air Force or Modification Centers are scheduled to depart with tactical crews.
- 2 - Estimated departure of aircraft from U.S. is approximately 3 to 5 days after R.T.D. from Second Air Force.
2. It is believed present program as indicated provides for maximum effort in delivery of aircraft on order for U.K.

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

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DDO 100

8 Jan. & 29 June 1988

By: *[Signature]* Date: 10/1/96

Modifications Being Performed on B-17's in U.K.

Deputy Chief of Air Staff, General Perrin

6 Sept. 1943

Executive, Office, AC/AS, MM&D

1
JWS:epc:3365

1. The complete list of modifications being performed on B-17's in U.K. was brought back recently by Brig. General B. E. Meyers. Colonel Maxwell, OCA&R, requested that his office review these modifications prior to MM&D taking any action on having them completed in this country. MM&D will take the necessary action to incorporate modifications as soon as instructed to do so by Requirements.

J. W. SESSUMS,
Colonel, Air Corps,
Executive, MM&D

Incl.

Memo to MM&D
re Cable D-1980 from
London, 9/2/43

TO: AC/AS, Materiel, Maintenance & Distribution.

DATE 9 September 43.

FROM: Chief of the Air Staff.

COMMENT NO. 2
MAL/mde/5265

Noted.

Incl. n/c

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

Dispatched
8 SEP 1943
EAG

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HENRY HARLEY ARNOLD

MILITARY

Decimal

SAC 452.1

England

(3-9-42)

Box 125 Folder 3



File JCS
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Copy

BRITISH AIR COMMISSION

1785 MASSACHUSETTS AVENUE

WASHINGTON, D. C.

TELEPHONE HOBART 9000

PLEASE QUOTE

REFERENCE NO. 238H/F

September 5, 1945.

DECLASSIFIED

JCS Memo

8 Jan. 1976

By ALC; Date 1/4/76

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Dear General Eaker,

Referring to my letter of September 1st, I am now informed by the Ministry of Aircraft Production that all arrangements have been completed for the trials. I understand that the Army Air Forces have been most helpful in completing arrangements, and it has already been agreed that copies of all reports should be passed to the U.S.A.A.F.

The Ministry's view is that it is now too late to work out a joint programme, but it is suggested that you may wish to nominate official observers locally. Perhaps you would be good enough to let me know whether this meets with your approval. I will then pass on the names of your official observers to the proper quarters.

Yours sincerely,

(Signed) H. O. K. HINDLEY

Director General.

Lt. General Ira C. Eaker,
 U.S.A.A.F.,
 3E1007 Pentagon Bldg.,
 Washington, D. C.

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DD Form 129

1 Jan 62 issue 129

By: ALW/CAC/DNA/1E/14 -> 6

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

U.S. Produced Fighter Aircraft to the RAF for Period July-December 1945

Chief of the Air Staff

8 Aug 45

1

AG/AS Plans, Logistics Division

Col Augustine 74055

Attached draft of letter to Air Vice Marshal R. P. Wilcock, Royal Air Force, above subject, has been prepared for signature of Deputy Chief of Air Staff.

U. C. JAMISON,
Brigadier General, U.S.A.,
Chief, Logistics Division.

Incl -
Drft as abv

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8 Jan 4 20 1994
By: SA [redacted]

30 AUG 1945

APART-10
EVS
7455
DATE 15
INITIALS

**SUBJECT: U. S. Produced Fighter Aircraft to the RAF for Period
July - December 1945**

**TO: Air Vice Marshal H. P. Wilcock
Royal Air Force Delegation
14th Sixteenth Street, N. W.
Washington, D. C.**

1. CCS 495/21 considers the assignment to the Royal Air Force of 108 P-47's and 46 P-51's. To date, the CCS has not made a decision as to these airplanes.

2. In planning for this possible assignment, the Army AIF Force has earmarked for the RAF from ETO stocks 108 P-47's and 46 P-51's with less than 100 hours. This is in consonance with AAF utilization of these types of aircraft. All aircraft of these types in ETO having less than 100 hours, except those earmarked for the RAF, are being redeployed by the AAF to active theatres.

3. It is requested that every effort be made to reach a decision on CCS 495/21 in order that these aircraft may be disposed of and maintenance thereon reduced to a minimum.

For the Commanding General, Army Air Forces:
Signed

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

10 AUG 1945

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Copy to: Air AG

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CONFIDENTIAL

FROM AIR MARSHAL DOUGLAS COLLE

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

DECLASSIFIED

AIR STAFF

3rd July, 1945

8 Jan & 29 June 1974
By ALN/CR/CAC, Date 10/14/76

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No reply
See Eaker talked on
phone to a/yn
10/7/45
W
7/11/45

My Dear General

It is now some four weeks since the M.A.C. (Air) submitted their paper M.B.W. (Air) 320, dated 19th May, to the Chairman, C.M.A.B., asking for guidance in continuing negotiations and discussions on assignments of aircraft, components, and equipment.

C.M.A.B. took note of this paper and I understand that since then the general policies and understandings inherent in the Keynes-Morgenthau Agreement of Last Fall have been affirmed and that the overall implications are presently being studied in the War Department. A memorandum by the Representatives of the British Chiefs of Staff in the form of a C.C.S. paper (CCS 888) summarising the understandings reached between the U.S. Administration and the Government of the U.K. has just been presented to the U.S. Chiefs of Staff.

As you know, the work of all our Assignment Committees is virtually at a standstill and I have already instructed my staff representatives to refrain from further dissent or fruitless discussion on doubtful cases until instructions on the implementation of higher policy are issued to all concerned.

But time is a vital factor in our planning - both for production and operations - yet, with VE-Day already almost two months past, we have not been able to make the slightest useful progress in the machinery of assignments. I know full well that you and your staff are fully aware of our difficulties, but I should be most grateful for your help in ensuring that everything possible will be done to clear the way for our further discussion on aircraft allocations, and for the Subcommittees of M.A.C. (Air) to process the very many cases now pending.

Yours v. sincerely
Douglas Cole

Lieut. General Ira C. Eaker,
Deputy Commander, Army Air Forces,
Pentagon,
Washington.

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FROM AIR MARSHAL DOUGLAS COLLIER

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8 Jan & 20 June 1994

By PLS/REG/Doc

3rd July, 1945

It is now some four weeks since the M.A.C. (Air) submitted their paper M.B.W. (Air) 320, dated 19th May, to the Chairman, C.M.A.B., asking for guidance in continuing negotiations and discussions on assignments of aircraft, components, and equipment.

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Lieut. General Ira C. Eaker,
Deputy Commander, Army Air Forces,
Pentagon,
Washington.

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AAS 452.1 Eng (437)

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 DOD ITR
 8 Jan. & 20 June 1974
 By: ALM/CGAC, Date: 10-11-01-X

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APPROVED BY AUTHORITY OF THE
 CHIEF MILITARY AIRCRAFT CODES
 UNIT 23 JUN 45
 DATE INITIALS

4/23/45

MEMORANDUM FOR MR. LOVETT:

Subject: Data Relative British Request for Aircraft
 STAGE II.

1. In accordance with your request the following data
 is presented:

	(a) RAF Inv. As of latest date <u>1 April 1945</u>	(c) British original Request - Basis of <u>Out-Day Requirements</u>	(d) AAF Del. to R.A.F. <u>1 Jan-31 May 45</u>
1	1,213	100	0
2	1,114	170	0
3	677	1,300	0
4	2	200	0
5	1,213	100	0
6	430	1,300	0
7	299 (b)	0	0
8	0	100	0
9	No report	0	0
10	.	200	0
11	.	50	0
12	.	50	0
13	.	200	0
14	.	1,000	0
15	<u>4,948</u>	<u>5,746</u>	<u>1,400</u>

- (a) Source - SC-AI-21 dated 16 June 1945, Statistical Control Division, AAF
- (b) Includes C-45's in B.O.A.C. Number unreported.
- (c) Based on assumption German war would end by 1 January 1945. Requirement for one (1) year after that date.
- (d) Source - ADO-302 as of 31 May 1945, AG/AS Hqs.

(Sgt)
 IRA C. BAKER,
 Lieutenant Colonel, U. S. A.,
 Deputy Commander, Army Air Forces.

2/1/45
 6/2/45
 P

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DD FORM

8 Jan 62 (Rev. 1954)

By ALICE/SAC/STW/STW

AFAPF-40

Gen. Jamison: FO: 76055
vsn. 20 June '45

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6/22/45

2

MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR FOR AIR:

Subject: British Lend-Lease Aircraft Requirements

1. Judge Vinsen's letter to the Secretary of War dated 13 June 1945 indicates that a change in policy may permit the British to get, under Lend-Lease, aircraft additional to those quantities now set-up in our production program and for which no provision is made in our 1946 fiscal year budget.

2. There is attached hereto for your information a chart showing the production and budgetary status as of today with respect to British bids versus the A.A.F. program for the British to include that portion which may be supplied from A.A.F. stocks of used aircraft.

Incl
Chart

(Signature)
IRA C. BAKER,
Lieutenant General, U.S.A.,
Deputy Commander, Army Air Forces.

*Orig. copy delivered
by Lt. Col. Charles
to Lt. Col. Jamison 6/22/45*

(Signature)
6/23/45

(Signature)
6/23/45
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8 Dec 8 20 June 1974

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BRITISH AID FOR AIRCRAFT 1 JULY 1945 - 30 JUNE 1946

VERSION

A.A.F. PROGRAM TO MEET THOSE REQUIREMENTS

TYPE	BRITISH AID		TOTAL JULY 1945	A.A.F. PROGRAM		TOTAL JULY 1945	DIFFER- ENCE	AVAILABLE		ADDITIONAL PROGRAM REQUIRED	UNIT COST	ADDITIONAL ORDER REQUIRED
	JULY 1945	JAN- JUNE 46		JULY 1945	JAN JUNE 46			FROM A.A.F. STOCKS NEW USED				
P-47	108	142	250	108	142	250	0	0	0	0	\$ 96,000	-
P-51	435	49	484	46	49	95	392	0	392(1)	0	11,500	4,429,600 (2)
G-47	607	520	1127	0	157	157	970	300	670	0	22,600	15,142,000 (2)
G-26	24	118	202	0	0	0	202	0	0	202	390,000	70,700,000 (2)
G-47(NAV)	41	55	96	0	17	17	79	0	0	79	72,000	5,688,000
G-47(AM)	18	18	36	12	4	16	20	0	0	20	72,000	1,440,000
B-5	24	0	24	24	0	24	0	0	0	0	50,000	-
B-6	108	37	139	96	26	122	17	0	0	17	60,000	1,020,000
CG-4A	860	600	1460	860	600	1460	0	0	0	0	20,000	-
AT-6	500 (3)	0	500 (3)	500 (4)	0	500 (4)	0	0	500	0	6,700	3,350,000 (2)
<p>Estimated Cost of Delivery</p>											\$ 101,765,600	
<p>Grand Total</p>											\$ 122,294,800	

NOTES:

1. 392 P-51 aircraft with less than 200 hours service are available in E.S.O. for immediate transfer to the British.
2. Estimated cost to recondition.
3. Used aircraft reconditioned.
4. Used aircraft "As Is".
5. If AAF is required to recondition.
6. Reconditioning of aircraft can be accomplished by 30 June 1946.

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8 Jan 4 2010
By AL-1000-10

AFARP-40
Captain Gatten; fb; 74055
wtn. 11 May 1945

MAY 18 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

SUBJECT: Royal Navy Aircraft Requirements July - December 1945

DISCUSSION

1. On 19 April 1945, the RAF submitted the following as requirements on behalf of the Royal Navy for MCAAF type aircraft during the period July - 31 December 1945:

18...C-45 30...R-6
30...R-5

2. On 26 April 1945, Group Captain Stickley of the RAF advised that the Royal Navy had withdrawn their request for the 60 helicopters and that this would be confirmed by letter.

3. By WAC (Air) Case 228, the RN has been allocated 4 R-5's during July - December 1945.

4. The Basis for the C-45 request is to provide transportation for personnel, transportation of priority light material and communication aircraft for the Royal Navy throughout the world. The Royal Navy states this is the only aircraft of this type available except for 36 pre-war De Havillands in the U.S.

a. The request is on a stated basis of a total U.S. of 36 for all the C-45 units throughout the world on 1 June 1945 and a build up to 48 U.S. on 31 Dec. 1945.

b. Using RAF planning factors, the R.N. C-45 requirement is computed to be 12 to support their requested program.

ACTION RECOMMENDED

1. WAC (Air) Case 228 be changed to reflect withdrawal of R.N. Helicopter request.

2. That the R.N. be allocated 12 C-45's during July - Dec. 1945 and this be used as a basis for submission of a memorandum by the CIG, AAF, to the JCS setting forth the proposed allocations to the R.N. during this period.

Approved
Signed

DEPART
10 MAY 1945
AFSA

Signed

JRA C. EAKER,
Lt. Gen., U. S. Army,
Deputy Commander, Army Air Forces.

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

15 MAY 1945

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SIGNER'S COPY

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wta 20 April 45

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8-Jan & 20 June 1974

By ALC/RC AC Date 10-14-74

2 7 APR 1945

MEMORANDUM FOR AG/AS, MATERIEL & SERVICES:

Subject: Theater Deliveries of B-24's to Royal Air Force

1. The 8th Air Force has delivered B-24 aircraft to the Royal Air Force as attrition for one RAF Squadron. The number delivered prior to March 1945 was four, subsequent to March, one aircraft has been definitely delivered and three were ready some time ago for delivery at the 8th Air Service Command Depot at Burtonwood.

2. It is desired that all of these aircraft be applied against deliveries due the RAF on MAE allocations for the period 1 ~~July~~ 1945 - 30 June 1945.

Signed

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

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27 APR 1945
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DDO HRS

8 Jan. & 30 June 1974

By 214-4000 JG. Date 10 - 74

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20 April 1945

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF

Subject: Delivery of B-24's to the RAF.

Discussion

1. The United States Chiefs of Staff in C.S.S. 641/1 approved the equipping of one RAF B-24 squadron (anti-SSB HHQ) from U. S. stocks in the HCB theater.
2. To supplement this decision the Munitions Assignments Board assigned 16 aircraft as U.S. and five aircraft for training from theater stocks.
3. The theater has provided in two increments, aircraft to support this squadron. Four were delivered prior to March, one during March, and an additional three were ready for delivery at Burtonwood.
4. On 12 March Air Marshal Willock stated that the B-24's were not suitable for HCB work and that B-17's were desired to re-equip and support the HCB squadron in HCB. This squadron has been withdrawn from use on the anti-SSB HCB project.
5. On 3 April Air Marshal Willock was advised in a letter assigned by General Giles that the Army Air Forces preferred to complete the delivery of the three B-24's in work at Burtonwood, and thus would have provided a total of eight attrition aircraft. It was stated that the Air Forces considered all of the aircraft delivered as attrition as applying against the allocations of B-24 aircraft approved by the Munitions Assignments Board. Administrative action was taken to accomplish recording the initial four B-24's as applying against this allocation.
6. Air Marshal Willock was further requested at that time to take the necessary steps to reduce the Munitions Assignments Board's 1945 allocations by the quantity of aircraft remaining from the 21 assigned in 1944 in order that they also might apply against the HCB's 1945 assignments.

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CLASSIFIED

7. It is requested that the Chief of the Air Staff approve the administrative action, previously taken by the Assistant Chief of the Air Staff, USAF, with reference to the two SAC's, and to further instruct the Assistant Chief of the Air Staff, USAF, to adjust existing schedules to take into account the additional one that has been delivered and the three remaining at Washington.

Action Recommended

8. It is recommended that the attached memorandum be approved and forwarded to the Assistant Chief of Air Staff, USAF.

J. Paul
Director

JAMES L. LAMBERTSON
Brigadier General, USAF
Acting Assistant Chief of Air Staff,
USAF

~~SECRET~~
CLASSIFIED

~~SECRET~~AC/AS, Plans
Logistics Div.
WMB/cmd/71172DECLASSIFIED
DDO 175

8 Jan. & 20 June 1974

By: 2025/01/10 10:00:00 AM

20 April 1945

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF

Subject: Delivery of B-24's to the RAF.

Discussion

1. The United States Chiefs of Staff in C.C.S. 641/1 approved the equipping of one RAF B-24 squadron (anti-BIG BEN) from U. S. stocks in the ETO theater.
2. To implement this decision the Munitions Assignments Board assigned 16 aircraft as U.S. and five aircraft for training from theater stocks.
3. The theater has provided in two increments, aircraft to support this squadron. Four were delivered prior to March, one during March, and an additional three were ready for delivery at Burtonwood.
4. On 12 March Air Marshal Willock stated that the B-24's were not suitable for RCM work and that B-17's were desired to re-equip and support the 223 squadron in RCM. This squadron has been withdrawn from use on the anti-BIG BEN project.
5. On 3 April Air Marshal Willock was advised in a letter signed by General Giles that the Army Air Force preferred to complete the delivery of the three B-24's in work at Burtonwood, and thus would have provided a total of eight attrition aircraft. It was stated that the Air Force considered all of the aircraft delivered as attrition as applying against the allocations of B-24 aircraft approved by the Munitions Assignments Board. Administrative action was taken to accomplish recording the initial four B-24's as applying against this allocation.
6. Air Marshal Willock was further requested at that time to take the necessary steps to reduce the Munitions Assignments Board's 1945 allocations by the quantity of aircraft remaining from the 21 assigned in 1944 in order that they also might apply against the MAB's 1945 assignments.

DISPATCH

27 APR

AFSA

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7. It is requested that the Chief of the Air Staff approve the administrative action previously taken by the Assistant Chief of the Air Staff, Plans, with reference to the four B-24's, and to further instruct the Assistant Chief of the Air Staff, M&S, to adjust delivery schedules to take into account the additional one that has been delivered and the three remaining at Burtonwood.

Action Recommended

8. It is recommended that the attached memorandum be approved and forwarded to the Assistant Chief of Air Staff, M&S.

1 Incl
Memorandum

JOE L. LOUZEZINSKIER
Brigadier General, U.S.A.
Acting Assistant Chief of Air Staff,
Plans

~~SECRET~~

802 452.1 2 England

~~SECRET~~

AFANT-40
WMB:fb:71172
vtn. 7 April 45

DECLASSIFIED

DDO US

8 Jan. & 20 June 1974

By: ~~SECRET~~

11 APR 1945

Air Vice Marshal R. F. Willock
British Joint Staff Mission
Room 302, Combined Chiefs of Staff Bldg.,
Washington, 25, D. C.

Dear Air Vice Marshal Willock:

You will recall that as a result of my conversations with Air Chief Marshal Courtney during January 1945, provision was made in COM 495/14 to review in April the allocations to the United Kingdom of C-47, B-25 and P-47 aircraft.

A study of the present position of U.S. built aircraft in the RAF has been made, using information furnished by the Air Ministry.

From the figures at hand, it is apparent that you will not need the additional 28 C-47 aircraft to adequately complete the build up of your squadrons on schedule. On the contrary, it appears that there will be excess C-47's and it is suggested that you review this program with a view to reducing the number of aircraft allocated.

We feel sure you will agree with us that the indicated surplus of B-25's and P-47's is wrong, and the number of aircraft on hand now is more than sufficient to support you without further allocations prior to July 1945. The current allocations of 50 B-25's and 135 P-47's, you will recall, were made last November even though at that time there was an indicated surplus. In view of these facts, it is urgently requested that you take immediate steps to cancel the allocation of B-25 and P-47 aircraft for the months of April, May and June 1945.

Sincerely yours,

Signed

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

DISPATCHED
11 APR 1945
AFSA

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CAF 452.1 Eng. (430)

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DDO 8/5

8 Jan & 20 June 1974

By G.C. LC. Date 10-11-76

RAF Allocations C-47, B-25 and C-47 Aircraft

Chief of the Air Staff

7 April 1945

AC/AS Plans

1
WMS:fb: 71172

1. Attached is a letter to Air Marshal Willock prepared for the signature of General Giles, relative to the review in April of C-47, B-25 and C-47 aircraft allocations to the RAF as called for in CCS 493/1A.

1 Incl.
ltr. attached.

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

DECLASSIFIED
SECRET

29 MAR 1945

RELEASING

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

Dear Air Marshal Colyer:

With further reference to the anticipated surplus of A-20's in the European Theater of Operations, you may assure the Air Ministry that the Air Forces expect that these aircraft will gradually become surplus over a period of time and that they may be assured that 50 used A-20's will be held available to meet requirements to support R.A.F. squadrons any time between now and June 1945.

As I expect to be in contact with Air Marshal Courtney during April and May with reference to future R.A.F. aircraft requirements, I presume that he will be in a position during that time to resolve the A-20 situation.

Sincerely yours,

Signed

BARNEY M. GILES
Lieutenant General, United States Army
Deputy Commander, Army Air Forces

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RELEASING DISPATCHED
29 MAR 1945
AFSA

SOS 452.1 Eng (429)

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From Air Marshal Douglas Colyer
CHIEF OF AIR STAFF MISIONS
OFFICES OF THE FORMER CHIEFS OF STAFF
WASHINGTON

17 March 1945

AIR STAFF

On receiving your letter of the 24th February about surplus A 20 aircraft, I sent a telegram to Air Ministry explaining the position and have not had a reply from Air Marshal Buckley.

Your offer of used A 20's is very much appreciated but at the present time Air Ministry have no firm requirement for them. They would, however, appreciate 20 if you could give us a loan on 20 of the used A 20's for a short time until Air Staff policy with respect to certain aircraft has been cleared. Air Ministry will confirm whether there is a firm requirement for these aircraft as soon as possible. I should be grateful if you would let me know whether you can accede to Air Ministry's request.

Yours v. sincerely
Douglas Colyer

Lieutenant Colonel Nancy H. Giles,
Room 3-6-2077,
Postage,
Washington.

COPY

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DD Form

8 Jan & 20 June 1974

By ALC/AGC Date 10-14-76

Disposal of Surplus A-20 Aircraft

Chief of the Air Staff

²⁶
26 March 1948

AC/AS, Plans

WMB:mf/71178 ¹

1. The attached letter has been prepared for signature and is in reply to Air Marshal Colyer's answer to our inquiry as to the military requirements of the R.A.F. for used A-20 aircraft.

2. For your information, the present status of the project, above subject, is as follows:

Original availability	790
Assigned to U.S.S.R.	100
"Approved requirement" for Brazil (no firm requisition)	66
Offered to U.S.S.R. for training	80
Offered to the British (this letter)	<u>50</u>
Total actual and potential	296

3. All of the forces of the United Nations actively engaged, and the Latin American Nations through General Walsh, have been contacted. The above reports the potential results that have been obtained to date. Negative answers have been obtained in almost all of the other contacts. A final report with an action recommended will be submitted at a later date.

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

3 Incl:

- 1 - Ltr from AVN Colyer.
- 2 - Proposed ltr to AVN Colyer.

Copy sent ac/AS O.C.R.

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BY AUTHORITY OF THE
FOR ARN
APR 1945
7095 DATE INITIALS
1945

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DDO 103

2

APR 1945

8 Feb. 6, 20 1974
By AEM/RC/100/10-11-74

Air Marshal Sir John S.T. Bradley, K.C.B., C.B.E.
Deputy Air Member for Supply and Organization
Air Ministry - Bush House, S.E. Wing
Kingway, W.D., 2, London

Dear Air Marshal Bradley:

I regret exceedingly this long delay in answering your letter of 15 February 1945 regarding our requirements for Mosquito aircraft.

We requested our people in the theatre to re-study their requirements in view of your statement that the Mosquito position had not improved since our previous request.

As a result of this study and of discussions with the Air Ministry, we have been informed that our program for the use of Mosquito aircraft has been adjusted to conform more closely with the number of this type aircraft that are available and have been assigned to the U.S.A.A.F. for the first six months of 1945.

Any future requests for Mosquito aircraft for U.S.A.A.F. will be submitted direct to the London Munitions Assignments Board.

Yours sincerely,

Signed

REuben C. BOOB, Jr.,
Brigadier General, U. S. A.,
Deputy Chief of the Air Staff.

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* AFSA
AFSA

~~SECRET~~

SECRET

REF ID: A66111

DECLASSIFIED

DDO-MS

2 Jan. 6 2013

By: [Redacted]

From: Air Marshal Sir John B. T. Bradley, F.C.S., C.B.E.
(Deputy Air Member for Supply and Organization)

Air Ministry
Bush House,
Whitehall,
London, W.C.2.

AMSO/143/18

15th February, 1945.

Dear General -

You wrote to Air Chief Marshal Courtney on 4th February about your requirements of Mosquito Mark XVI aircraft for the first six months of 1945, and I am replying in his absence abroad.

First of all, perhaps I may briefly recapitulate the arrangements we have already made. General Smith's request in December last, was for: -

- (i) 40 Mosquito Night Fighter aircraft (These are Mark XIX)
- (ii) 86 Mosquito Photo-reconnaissance aircraft (these are Mark XVI)

The Mark XIX (Night Fighter) aircraft were required for the reequipment of your No. 416 Squadron in the Mediterranean Theatre, and our suggestion was that this requirement be met out of the normal monthly quota allotted to the Theatre Commander (General Baker). Accordingly, no definite assignment was made.

A definite assignment of 40 of the Mark XVI (Photo-reconnaissance) aircraft during the first six months of 1945 was, however, made by the Air Assignment Sub-Committee at its meeting on 12th January. (In case you want to turn up the Minutes, the reference is AACB (45) 11th Meeting Item 4.) As explained in Air Chief Marshal Courtney's letter, this was the utmost we could do to meet your requirement; we hoped that your squadrons would not in fact incur attrition at the rate of 30% throughout the first six months of 1945 and that this allotment of 40 aircraft might, therefore, see you through.

I am not quite clear from your letter, however, whether you are now requesting that the assignment of Mark XVI (Photo-reconnaissance) Mosquitoes alone be increased from 40 to 150 - i.e. whether you are asking for a supplementary assignment of 110 Mosquito Mark XVI's. Your reference to "the aircraft normally sent to the Theatre for use at the Theatre Commander's direction" seems to apply to the Night Fighters for the Mediterranean and this makes me wonder whether your total requirement of 150 Mosquitoes includes some Night Fighters.

Perhaps you would be good enough to let me have a rather more detailed statement of the requirement to which your letter refers, showing: -

SECRET

- ~~SECRET~~
- (i) whether the whole 150 are required as photo-reconnaissance aircraft.
 - (ii) if so, whether you require 110 aircraft in addition to the 40 already assigned.
 - (iii) and if so, on what basis you calculate the figure - i.e., the number of squadrons involved, their S. I., the rate of attrition envisaged and the actual rate of attrition so far incurred.

I should, however, warn you that the supply position of photo-reconnaissance Mark IV Mosquitoes has not improved since we squeezed out the allocation of 40 for you in December. In fact it has, if anything, deteriorated. I cannot, therefore, hold out much hope of being able to offer you any substantial increase.

If you decide to put in a firm bid, despite the poor prospects, I take it you will ask Major General Gwinn to put your case to the Air Assignment Sub-committee.

Be sorry to trouble you with all these questions and I wish I had been able to hold out more hope of being able to help you.

Yours sincerely,

(Signed) S. I. G. Gwinn

Brigadier General Heuben E. Good, Jr.,
S. I. G., Deputy Chief of Air Staff,
Headquarters, Army Air Forces,
Washington.

~~SECRET~~
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
AFARP-140
RHS smc
1405 DATE INITIALS
MAY 30 MAY 45

~~SECRET~~
2 APR 1945

DECLASSIFIED

DOO It's

8 Jan & 20 June 1974

By RG-10, Date 14-74

Air Marshal Sir John S.T. Bradley, K.C.B., C.B.E.
Deputy Air Member for Supply and Organisation
Air Ministry - Bush House, S.E. Wing
Kingsway, W.D., 2, London

Dear Air Marshal Bradley:

I regret exceedingly this long delay in answering your letter of 15 February 1945 regarding our requirements for Mosquito aircraft.

We requested our people in the theatre to re-study their requirements in view of your statement that the Mosquito position had not improved since our previous request.

As a result of this study and of discussions with the Air Ministry, we have been informed that our program for the use of Mosquito aircraft has been adjusted to conform more closely with the number of this type aircraft that are available and have been assigned to the U.S.A.A.F. for the first six months of 1945.

Any future requests for Mosquito aircraft for U.S.A.A.F. will be submitted direct to the London Munitions Assignments Board.

Yours sincerely,

Signed

HUGH C. HOOD, Jr.,
Brigadier General, U. S. A.,
Deputy Chief of the Air Staff.

DISPATCHED
2 APR 1945
AFSAS

~~SECRET~~

COPY TO: GEN HOOD

AFS 452-1 Eng. (427)

~~SECRET~~

~~COPY~~

DECLASSIFIED

000 818

8 Jan 6 10 30 AM 1974

By ~~SECRET~~

From: Air Marshal Sir John S. T. Bradley, ~~S.C.B.~~, C.B.E.
(Deputy Air Member for Supply and Organisation)

Air Ministry
Bush House,
S.E. Wing,
Kingway, W.C.2.

AMSO/143/18

15th February, 1945.

Dear General -

You wrote to Air Chief Marshal Courtney on 4th February about your requirements of Mosquito Mark XVI aircraft for the first six months of 1945, and I am replying in his absence abroad.

First of all, perhaps I may briefly recapitulate the arrangements we have already made. General Smith's request in December last, was for: -

- (1) 40 Mosquito Night Fighter aircraft (These are Mark XII)
- (11) 86 Mosquito Photo-reconnaissance aircraft (these are Mark XVI)

The Mark XII (Night Fighter) aircraft were required for the reequipment of your No. 416 Squadron in the Mediterranean Theatre, and our suggestion was that this requirement be met out of the normal monthly quota allotted to the Theatre Commander (General Baker). Accordingly, no definite assignment was made.

A definite assignment of 40 of the Mark XVI (Photo-reconnaissance) aircraft during the first six months of 1945 was, however, made by the Air Assignment Sub-Committee at its meeting on 12th January. (In case you want to turn up the Minutes, the reference is AASC (45) 11th Meeting Item 4.) As explained in Air Chief Marshal Courtney's letter, this was the utmost we could do to meet your requirement; we hoped that your squadrons would not in fact incur attrition at the rate of 30% throughout the first six months of 1945 and that this allotment of 40 aircraft might, therefore, see you through.

I am not quite clear from your letter, however, whether you are now requesting that the assignment of Mark XVI (Photo-reconnaissance) Mosquitoes alone be increased from 40 to 150 - i.e. whether you are asking for a supplementary assignment of 110 Mosquito Mark XVI's. Your reference to "the aircraft normally sent to the Theatre for use at the Theatre Commander's direction" seems to apply to the Night Fighters for the Mediterranean and this makes me wonder whether your total requirement of 150 Mosquitoes includes some Night Fighters.

Perhaps you would be good enough to let me have a rather more detailed statement of the requirement to which your letter refers, showing: -

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~~CONFIDENTIAL~~

- (i) whether the whole 190 are required as photo-reconnaissance aircraft.
- (ii) If so, whether you require 110 aircraft in addition to the 40 already assigned.
- (iii) and if so, on what basis you calculate the figure - i.e., the number of squadrons involved, their U.E., the rate of attrition envisaged and the actual rate of attrition so far incurred.

I should, however, warn you that the supply position of photo-reconnaissance Mark XVI Mosquitoes has not improved since we squeezed out the allocation of 40 for you in December. In fact it has, if anything, deteriorated. I cannot, therefore, hold out much hope of being able to offer you any substantial increase.

If you decide to put in a firm bid, despite the poor prospects, I take it you will ask Major General Crain to put your case to the Air Assignment Sub-Committee.

I am sorry to trouble you with all these questions and I wish I had been able to hold out more hope of being able to help you.

Yours sincerely

(Signed) J.S.T.BRADLEY

Brigadier General Reuben C. Hood, Jr.,
U.S.A., Deputy Chief of Air Staff,
Headquarters, Army Air Forces,
Washington.

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~~CONFIDENTIAL~~

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DDI 112

8 Jan 6 20 June 1974

Documents for Mosquito Aircraft

~~SECRET~~

SECRET	
BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES	
DATE	INITIALS
30 March 1945	

Chief of the Air Staff

AC/AS Plans, Logistics Division

1
RMB:msc 74055

1. Attached is letter addressed to Air Marshal Sir John S. T. Bradley, Deputy Air Member for Supply and Organisation, Air Ministry, in reply to letter of 15 February 1945, and prepared for Gen. Hood's signature.

2. The delay in preparing this letter was due to the fact that this Division did not receive a reply to our request of 2 March (message WARK 46450) directed to CG UNSAFE. An answer was received this date (message UA 66608 of 29 March 1945).

G. C. JANISON,
Brigadier General, U.S.A.,
Chief, Logistics Division.

Incls -

Orig ltr to Gen Hood from
A/M Bradley dtd 15 Feb 45
Drft reply for sign Gen Hood

~~SECRET~~

DECLASSIFIED
EOD R/S

8 Jan. & 20 June 1974

By ALC/RL/100 Date 18-11-74

~~SECRET~~
DECLASSIFIED

AFAPF
ACG/AFAC/72538
22 Feb 1945
By Authority of
The Commanding General
Army Air Forces
Date _____ Initials _____

26 FEB 1945

Air Marshal Douglas Colyer
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D. C.

My dear Colyer:

In accordance with a directive from the Combined Chiefs of Staff, the USAAF last summer made available to the RAF a limited number of B2H Jumbo B-24s. Provision was also made for a small number of attrition aircraft. The necessary special equipment was and is being installed at the U.S. Air Depot at Burtonwood. This agreement was in response to the H2G H2H emergency, but since it was later discovered that the central mechanism of the V-3 rocket could not be jammed, this RAF squadron has been used for normal H2H operations.

In view of the fact that the aircraft are no longer required for their original emergency purpose, and in light of the heavy load of U.S. projects in Burtonwood, General Spang has proposed that we discontinue delivery and fitting of B-24s for this purpose. Inasmuch as I consider our obligation fulfilled and because of pressing needs for Burtonwood's facilities, I propose to advise him that upon delivery of the last aircraft now in work he is free to discontinue the project as such.

I am sure you understand that the USAAF position in this matter is taken under the pressure of maximum effort.

Sincerely yours,
Signed

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

COPY FOR OFFICE OF SIGNATURE

DECLASSIFIED

28/02/45
26 FEB 1945
JAG

Handwritten initials/signature

805882.1 Orig. (426)

SAS 452.1 England (426)

~~SECRET~~

FEB 23 1945

MEMORANDUM FOR GENERAL GILES:

Subject: Discontinuance of B-24 Jammers for British

1. Attached is proposed letter for your signature. A brief history of background is as follows:
2. When the Big Ben threat was imminent the USAAF in an urgent effort to do everything possible to help counter the threat agreed to turn over to the British some 21 B-24's for use as airborne jammers. Five of these aircraft were for training purposes and the remainder unit equipment for an RAF Squadron. In addition provision was made for attrition aircraft to be delivered from time to time. Special jamming equipment necessary was and is being installed at the U.S. Air Depot at Burtonwood.
3. The hazardous nature of the project for which the aircraft were intended was expected to result in substantial losses. It was subsequently discovered that the control mechanism of the V-2 rocket could not be jammed and the RAF Squadron has been used for normal ECM operations, with little or no attrition.
4. In CM IN 21093, dated 20 February, General Spaatz states that in view of the fact that these aircraft are not serving their original emergency purpose and that Burtonwood facilities are required for more pressing needs the project be discontinued upon delivery of the last aircraft now in work. The British do not deny that they have facilities for installing jamming equipment but state that normal lend-lease deliveries are coastal type and they require bomber type for their ECM work. In this connection, General Spaatz further advises he has no objections to continuing delivery of standard B-24's for a reasonable period required to establish normal lend-lease delivery of the bomber type.

1 Incl
Proposed ltr to AM Colyer

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

~~SECRET~~

SAS 452.1 Eng. (426)

FORM 2-9-48
AFFIX-2 71178
LtCol Hartman/lf

DECLASSIFIED
DDO #15
8 Jan. & 20 June 1974
By: AEM/KSL/C. Date: 12-14-74

SECRET

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

10 FEB 1945

Admiral E. S. Edwards,
Deputy Cominch, U.S. Fleet and
Deputy Chief, Naval Operations,
Washington 25, D. C.

Dear Admiral Edwards:

The U. S. Army Air Forces in the European Theater of Operations are presently under-strength in fighter aircraft through losses sustained account recent accelerated air activities. With expected improvement in weather, and further increase in air activities, even greater losses in fighters must be anticipated.

We expect to have a total of approximately one thousand fighters on hand at Brest for shipment to United Kingdom during this month. Normal shipping space will provide for approximately one-half of that number. This unusual requirement for aircraft shipping was in great part created by extended adverse weather conditions which delayed delivery of the airplanes to Brest, caused late arrival of tankers, and even interfered with delivery of the planes to shipside and loading in New York harbor.

The expeditious delivery of the fighters to the United Kingdom has almost become a matter of urgency, if the full fighter strength of the Theater is to be re-established and maintained.

I, therefore, want to express my appreciation for the assistance which you have rendered us in this critical situation by assigning vessels under your control to transport some of our fighters. Your assistance is all the more appreciated as the need for these vessels operationally is fully recognized.

Sincerely,

Signed

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

SECRET

10 FEB 1945

SAD 452.1 Eng (425)

COPY FOR GEN. GILES
452.1 Eng
(425)

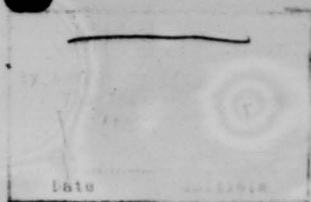
DECLASSIFIED

DDO Hqs

8 Jan. & 30 June 1974

By SP-1/3/1C Date 8-11-74

DECLASSIFIED



1 0 FEB 1945

Chief General James H. Doolittle
Commanding General, Eighth Air Force
APO 634 c/o Postmaster
New York, New York

Dear Jimmy:

I have carefully studied your letter of 25 January 1945 in which you outline your thoughts relative to the improvement of the B-24 airplanes. We shall await the joint recommendations of the Eighth and Fifteenth Air Forces, submitted through Spats, before reaching any final decision. In the meantime I want to outline for your consideration the reasons why, much as we want to do everything humanly possible to give you just the airplane you want, we have just about reached the end of the rope as far as the B-24 is concerned.

The manpower problem is extremely acute. Daily we are compelled to resort to every conceivable device to find enough manpower to keep the air effort rolling here. This applies not only to the Air Forces, from which men are still being withdrawn to go to the Ground Forces but equally to civilian industry where we have not got the manpower to do the manufacturing and modification jobs that we should have. It is understandable therefore that General Arnold was gravely concerned when during a recent inspection he found that our modification centers were performing 500 odd modifications on the B-24 alone. He at once directed that the number of modifications performed on the B-24 would be held to a minimum and that B-24's for all theaters would be standardized to the greatest extent possible. That directive was what led us to ask Spats to have you and Twining decide upon one version of the B-24 that would be acceptable to you both.

I therefore hope that you will give serious consideration to two things in connection with your recent request. First, your letter sounds as though you have decided that you do not want the Fifteenth Air Force nose. As a result of Spats's cable number UAX 52610 dated 13 January 45 all B-24's going to the Eighth and Fifteenth Air Forces will now be standardized with that nose. This decision must stick for we must standardize and it is of the utmost importance that we do not change our directives to the manufacturer as frequently as we have done in the past. Second, the B-24N with which you are familiar, is the result of much work and thought by the Staff

SAS 452.1 Eng

(24)

cc for SAS

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SAS 452.1 Eng

(24)

SECRET
Roberts/br/6765
Wrtn 3 Feb 1945

SECRET

here, by Wright Field, and by the Air Forces Board, in coordination with all theaters. Although this airplane may not incorporate all the features that you find desirable in the Eighth Air Force, we feel that it is the ultimate in the B-24 series and that any future effort for improving it can better be spent, in fact must be spent on building new aircraft. The B-24H is a vast improvement over the J's and L's with which you have done such a commendable job despite their shortcomings. We feel that your combat crews cannot fail to be pleased with it.

Subject to the limitations discussed above, you can be sure that we will go as far as we can to meet such of your present recommendations as are concurred in by the Fifteenth Air Force and by Spaats. I am sending a copy of this letter to Spaats and Twining so that we will all be thinking and talking in the same terms on future modification problems.

With best wishes,

Sincerely yours,

Signed

Copies to:
General Spaats
General Twining

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

SECRET
10 FEB 1945

SECRET

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~~SECRET~~

HEADQUARTERS, EIGHTH AIR FORCE
Office of the Commanding General
APO 634

~~SECRET~~
Auth. C. G. 8th A. F.
File *X-12*
25 JAN 1945

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EO 13526
DATE 8-20-2004
BY 4175/SS/SC/DAW/STP/PL

25 JAN 1945

Lieutenant General Erway H. Giles
Chief of Air Staff
Headquarters Army Air Forces
Washington, D. C.

Dear Erway:

1. In compliance with your directive given at General Spotts' on 11 January 1945, the following comments and recommendations in connection with the B-24, are presented.

2. The original B-24 would carry a greater bomb load (6000 lb against 6000 lb) than the B-17. It would carry this load further and was faster. Upon being put into operation in the European Theater, it was found that the amount and manner of the B-24 were inadequate and in order to operate without prohibitive losses it was necessary to make emergency modifications immediately. These modifications consisted, among other things, in a formidable nose turret which together with the other additions substantially increased the weight, reduced the aerodynamic characteristics and although increasing the flap power, eventually unacceptably reduced the overall utility of the aircraft. The load carrying capacity was reduced to 5000 lb for long range high altitude operation, which is 1000 lb less than the B-17. The speed was also reduced and as a result of increased gasoline consumption, the radius of action from greater became substantially less than the B-17. Due to the reduced speed and increased weight, the flight attitude of the airplane was altered and this, together with the upward projection of the nose turret reduced pilot vision and has been the cause of frequent collisions. Due to the addition of weight aft and the consequent rearward movement of the c.g., the longitudinal stability of the airplane was adversely affected and the airplane became unstable. The addition of the nose turret reduced directional stability and the B-24 became harder to fly. Spinning out of the elevator is much more common than with the B-17 and it is not as steady a bombing platform. The increased weight and poorer aerodynamic characteristics further reduced the service ceiling until now it is difficult to hold a good formation, with load, above 24,000 ft. The B-17 can be flown as readily under similar conditions, in formation, at 24,000 ft. This means that flank losses, over the same territory would be substantially greater in the B-24. Perhaps the greatest handicap to bombing efficiency in this airplane is the space restriction for bombardier and navigator in the nose and the interference with their forward vision resulting from the present nose turret. It must be pointed out that about 75% of our mission failures are the result of poor navigation and that inaccurate navigation thru specified corridors has substantially increased our flank losses. To find and destroy small targets from high altitude, both the navigator and bombardier must have adequate forward vision.

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3. It is my studied opinion that no minor modifications will make the B-24 a satisfactory airplane for this theater. I have not yet flown in or seen a B-24 mounting the Emerson ball nose turret. While this airplane is definitely superior aerodynamically to the B-24L and undoubtedly has some improvement in vision, from the pictures and from reports of the Eighth Air Force representatives in the U. S., it still does not appear to provide adequate forward vision for the navigator and bombardier. Furthermore, it offers no improvement in space available in the nose for personnel and for the special equipment required here for navigation and instrument bombing. We feel that it is inferior to the airplane with the Ball Power boost chin turret developed here as a result of combat experience and sent back to the U. S. for consideration. Design changes even greater than those offered in the "F" are needed. While these will result in some temporary delay in production, the conditions under which this airplane must operate here have become so critical that it is essential that the required design changes be accomplished at the earliest possible date. These basic design changes must accomplish the following results:

a. Improved crew facilities to permit efficient performance of duty:

- (1) Additional space must be made available in the nose to accommodate equipment and personnel for instrument and visual bombing at high altitudes; additional space is also needed throughout the airplane to permit the most efficient operation of assigned equipment, and encourage wearing of full flying clothing and safety equipment.
- (2) Improved visibility is needed in the nose to permit accurate visual bombing and visual navigation at high or low altitudes when weather conditions permit; improved visibility is needed on the flight deck to aid formation flying and increase safety in conditions of low visibility.
- (3) Requirements for fire-power must be re-studied to permit achievement of the requirements for space and visibility. In the nose, fire power must be considered secondary to performance, space and visibility; in the balance of the aircraft fire power remains primary, but must be provided while meeting the requirements for performance.

b. Improved performance:

- (1) Improved stability, both longitudinally by a. u. control, and directionally by single tail and aerodynamically smooth nose.
- (2) Improved rate of climb and take-off characteristics.
- (3) Higher ceiling.

- (4) Wider speed range to hold formation.
- (5) Greater radius of action.
- (6) Increased load carrying capacity.
- (7) Reduce the % of power required to power available under normal operating conditions and permit better three-engine performance in emergencies.

c. Details of measures whereby it is proposed to accomplish the above objectives are given in Enclosure L. This comprises recommendation submitted 23 August 1944, plus minor amendments to include latest developments to date.

4. Pending the receipt of aircraft incorporating the major design changes outlined in paragraph 3, above, certain modifications are desired in the latest model B-24's being received in this theater, the B-24, Block 16, Ford production. These modifications are now being performed in this theater. Some of these apply to all aircraft, some apply to lead aircraft only which carry HX, Gec-H and extra crew members, and some are to standardize production between aircraft of the Eighth and Fifteenth Air Forces.

a. Modifications which apply to all B-24 aircraft.

- (1) A complete nose turret seal to reduce the draft, with inner doors opened or closed. This seal has been developed in such a way that wind pressure activates the seal, and the draft is so reduced as to be imperceptible on both navigator's and bombardier's stations.
- (2) Armor glass on the forward windshields in pilot's compartment. Free air temperature gauge relocated to fit through the window frame at a point close to the original installation in the plexiglass window.
- (3) The vertical attaching brace for the flak curtain, the pilot's arm rests and attaching lugs to be removed to allow easier egress from the pilot's station.
- (4) The bomb bay lock-release mechanism replaced by a system which will allow the doors to creep the maximum safe amount (six inches) before locking the bomb release either mechanically or electrically.
- (5) The life raft release system changed to provide greater leverage at the internal point of release and an external release just outside the rear escape hatch.
- (6) Top turret armor entirely eliminated.

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- (7) A separate oil system for the turbo-superchargers.
 - (8) All oxygen bottles removed from the command deck to permit the accommodation of special bombing equipment.
- b. Special modifications (HXI Load Aircraft).
- (1) The HXI installations rearranged to allow the operator to face forward, behind the pilot, to provide complete D. C. navigational facilities for the operator, adequate table space for maps and equipment, additional instruments and a remote scope camera unit directly behind the operator, which can be adjusted during the approach to the bomb run. This was requested by representatives of this headquarters at Wright Field in May 1944.

c. Since the basic difference between the Eighth and Fifteenth design is in the relative location of the navigator's table, provision of a seat during flight for crew members, and provision of bombardier scanning windows relatively high and blistered on two sides, there appears to be no important reason for a difference in Eighth and Fifteenth Air Force requirements. Either the arrangement used by the Eighth can be changed to provide the essential features required by the Fifteenth, or an adoption of the Fifteenth's basic arrangement could be made to make possible a usable installation of Gee or Gee-H, API and flange compass in the nose. The location of the Gee box in the nose of the sample which we received of the Fifteenth Air Force version is not satisfactory due to the fact that it obscures the vision of the navigator to the right and, particularly when Gee-H is installed, cannot be properly utilized for bombing. This does not constitute a problem for the Fifteenth Air Force who use neither Gee nor Gee-H. The fact that more equipment is used in Eighth Air Force instrument bombing requires more careful use of the space available than is afforded by the Fifteenth nose as it now exists. This makes it somewhat easier to adapt Eighth planes to the Fifteenth, than vice versa. It is believed that a study by the Fifteenth Air Force of the latest nose arrangement being delivered to the Eighth Air Force, will indicate minor changes in Block 16 production which will meet the requirements of both theaters and result in a single standard design pending the advent of the chin turret.

5. The majority of the foregoing recommendations have been previously recorded in the following communications:

- a. My letter of 14 February 1944 to the Commanding General, AAF, subject: "B-24 Modifications and Redesign".
- b. Minutes of Standardization Meeting - Wright Field, 10-11 April 1944.
- c. C.T.I. 1689, 25 April 1944.

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4. Letter, Headquarters, 2d Bombardment Division, 23 August 1944,
subject: "Specifications for B-24-K" with 1st Indorsement, this headquarters,
7 September 1944.

6. A copy of this letter is being sent to the Fifteenth Air Force, with
a request that they cable their concurrence or comments to US Strategic Air
Forces in Europe, so that any differences in the desires of the two air forces
can be adjusted and recommendations representing both air forces may be fur-
nished you.

Very sincerely,

J. H. DOOLITTLE
Lieut. General, USA
Commanding

1 Incl: "Recommended Specifications for Basic B-24 Aircraft", 23 January
1945

cc: Lieutenant General Carl Spats
Hq, US Strategic Air Forces in Europe
APO 633, US Army

Major General Nathan F. Swining
Hq, Fifteenth Air Force
APO 520, US Army

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DDI lrs

8 Feb & 30 June 1974

Re: Spec. for B-24, Date: 10-1-45 74

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

(ICSSM-I-6)

24 January 1945

RECOMMENDED SPECIFICATIONS FOR BASIC B-24 AIRCRAFT
(Re-written from "Specifications for B-24", Headquarters, 2d Bombardment Division, 23 August 1944, to apply the most recent experience in this theater.)

1. Specifications in General:

a. Specifications pertaining to crew facilities to permit efficient performance of duty.

- (1) Space is to be made available in the nose to accommodate equipment and personnel for instrument and visual bombing at all tactical altitudes. Space throughout the airplane is to permit efficient operation of assigned equipment and encourage the wearing of full flying clothing and safety equipment.
- (2) Visibility is to be provided in the nose to accomplish visual bombing and visual navigation at all altitudes. Visibility from the pilot stations should be such as to permit more flexible formation flying and to increase safety under conditions of low visibility.
- (3) Units of fire power are to be designed to permit the achievement of specifications for space, visibility and performance as listed below.

b. Performance specifications include improved stability, better take-off, and climb characteristics, higher ceiling, wider range of speed, longer range while carrying greater payload. This performance must be accomplished by a reduction of power required, as well as an increase in power available.

c. Incidental specifications include longer engine life, better three-engine performance, more effective use per pound of fire power equipment, armor and fire extinguishing systems, and other features.

2. Specifications in Particular:

a. Improved power reserve up to these maximum specifications is desirable.

- (1) Maximum:- Power required at 25,000 feet altitude, 60,000 pounds gross, 180 MPH IAS is not to exceed 60% of the normal rated horsepower. The rate of climb available at 30,000 feet altitude, 60,000 pound gross weight, 160 MPH IAS is to be 500 feet per minute at normal rated horse power.

b. Center of Gravity:

- (1) The center of gravity movement for all normal combat loadings is to

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stay between 25 and 30% MAC. This load will include full combat load of 8,000 pounds of bombs, 500 rounds of ammunition per gun, 2,700 gallons of gasoline, full oil load and combat crew, figure 230 pounds per man. The basic aircraft weight should be reduced by at least 1,800 pounds and the normal crew reduced from 10 to 9 men.

c. Stability:

- (1) The stability should be materially increased at combat conditions of load, speed and altitude.

d. Effectiveness of Fire Power:

- (1) The effectiveness of fire power is to be increased by increasing the accuracy of sighting through the use of computing sights, by increasing where practicable the area covered by each turret and by making the turret sight and controls more natural for the operator.
- (2) Identical computing sights are required at all gun stations except if flexible guns are retained at the waist positions, a simple form of compensating sight will be used.
- (3) If the gunner does not move with the guns, the sight is to describe a section of a sphere by its movement which will make the gunner's eyes the center of the sighting sphere.
- (4) Where the gunner rides with the guns in aiming, a speed control mechanism is required. Where the gunner does not move with the guns, a space control is required to give a natural reaction for gunner. Most gunners prefer power mounts over a power turret as greater comfort, warmth and better orientation of position are possible with the power mount.

e. The Effectiveness of Armor and Fire Extinguishing System:

- (1) The effectiveness of armor and fire extinguishing systems can be increased without materially increasing the weight by some deletion and a redistribution of the present armor. Fixed personnel armor should be kept at a minimum, relying more on the personal flak suits.
- (2) An efficient engine fire extinguishing system should be installed. If proven practical both from an operation and weight viewpoint, a system of atmosphere control to prevent wing and gas tank explosions by either proper ventilation or introduction of CO₂ or N should be installed.
- (3) Nose section - bomb sighting panel 1" bullet proof glass 3/8" plexi-glass nose piece and panels, flak protection on the floor.
- (4) Pilot's Section - 1" windshield glass, heavy plexiglass panel in the side and flak curtain for lower side and rear protection.
- (5) Tail turret - 1" glass panel for face protection, 1/4" armor for lower areas plus flak protection as is practicable to replace flak suit.
- (6) Lower half of engine cowling to be manufactured from 1/4" Dural plate or equal.
- (7) Flak suits will be worn by crew members to provide balance of personnel armor.

f. Incidental Changes:

- (1) If maximum power specifications are realized, a pressure demand oxygen system should be installed.

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- (2) A minimum of two G-1 O. bottles is required per crew position. The maximum crew anticipated is as follows:
 - ++ (a) Bombardier and navigator in the nose with space available for the HXI operator and HXI equipment.
 - ++ (b) Pilot, co-pilot, command pilot, top turret gunner on flight deck. If it is necessary to meet the requirements of other theaters, the radio operator may be carried over the rear deck.
 - (c) The waist gunners and tail gunner in aft section of aircraft.

The normal crew will not include a command pilot or HXI navigator.
- (3) Provide a turbo-throttle control complete in one unit for each engine. This control should provide uniform increments of control reaction from zero to war emergency power at all altitudes. Inclusion of RPM on this control is desirable but not necessary; however, if it is added, auxiliary controls must be available that will allow maximum fuel economy within safe expense of the engines.

3. Nose Section

- a. Navigator is to be located immediately behind the bombardier in the nose, both being above the chin turret and ammunition boxes.
- ++ b. The navigator's table is to be located lengthwise along the left side. The table should be 24 x 56 inches. Navigator's and HXI operator's seats should be provided at desirable points along the table and should slide in under the table when not in use. By very careful planning the nose station in B-24 aircraft equipped with chin power boost turrets has been experimentally made to accommodate the Mickey navigator with his HXI equipment, the DR navigator with all presently used DR navigation equipment, and the bombardier, in a smooth working team which results in much better coordination than in any previous installation on any aircraft in the USAAF. This plan, besides providing the ideal instrument bombing arrangement, relieves the congestion in the rest of the aircraft. Exact specifications cannot be included at this time, but very careful attention to HXI installation detail must be made to accomplish a satisfactory working station. This complete nose installation requires full use of the B-24-L nose length.
- ++ c. Specifications in regard to simultaneous use of bombsight and nose turret guns may not be possible. It has been very difficult to obtain any satisfactory installation locally that provides for this specification. An installation that does not meet these requirements would be acceptable.
- d. Visibility from the navigator's seat should allow uninterrupted vision from 45° below horizontal to 45° above horizontal through an 180° arc around the front of the aircraft. Visibility practical from the nose by leaving the seat should be 90° above and below horizontal and through an arc of 260° around the front of the aircraft. Panels sufficiently free from distortion to allow celestial navigation should be used.
- ++ This paragraph has been changed in this re-write.

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++ e. Personal panels of the bombardier, navigator and Mickey, that is, oxygen, interphone, electrical outlets, are to be located on the left side, high, bombardier forward, navigator center, Mickey operator rear, with cords and oxygen hoses running along the ceiling and dropping from overhead at the crew members' action position. Navigation instruments are to be located above the forward end of the table; bombardier's controls forward of the table.

f. Minimum space should be consumed by production installation of radio aids, etc. as combat conditions require additions of navigation and bombing aids.

g. Bombight leveling adjustment requirements are to be reduced to 5° fore and aft of center, rather than 15° as at present.

h. Bombardier to have unrestricted visibility from his position at the sight 15° to the rear of vertical through an arc of 260° around the aircraft.

i. Four boost mount of twin 50 caliber guns to be streamlined into the chin of the aircraft.

(1) Minimum acceptable area of fire cover is 90° azimuth, 30° elevation upward, 60° downward.

(2) Desirable maximum area covered is 40° upward, 60° downward through an arc of 180° around the front of the aircraft.

j. The ammunition in the nose turret to be carried under the navigator's floor to the rear of the turret.

k. The internal cleanliness, crew facilities, etc. of the installation must be such that the usability of the nose section and associate equipment is not impaired in anyway. A good airtight floor should be provided to separate turret and ammunition from crew space with hinge doors cut in it to provide quick and easy accessibility to guns and to facilitate easy loading of the ammunition boxes.

l. The aerodynamic cleanliness of the nose must approximate, if not equal, the B-24D nose.

4. Flight Deck

a. Pilot and co-pilot section remains essentially the same as on B-24L with the exceptions that:

- ++ (1) The requirements of this paragraph have been met in the B-24L. However, the "L" seat is clumsy and makes egress from the cockpit nearly as difficult as with armor seats. The number of adjustments and the size of the pilot's seat is to be reduced to a minimum to allow emergency exit from the cockpit.
- (2) Normal visibility forward over the high part of the nose should be at least 10° below the horizontal plane of the aircraft. Increasing downward visibility should be available from the center line sideways through the use of non-distortion truncated cylindrical windows that will allow visibility as close as 10° from vertical in level flight on either side of the aircraft.
- (3) The minimum acceptable instrument panel is the proposed Army-Navy standard. The maximum desirable panel is essentially the same as the Army-Navy standard except for dual air speed, turn and bank and gyro horizon instruments.

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- (4) Flight controls should impart the absolute minimum friction to allow small control pressures for small corrections to flight attitude. Large corrections to flight attitude may continue to require the control pressures as present in the B-24H and J. Temperature compensators on control cables are desirable.

b. The radio operator's station remains essentially as it is in the B-24H and J but should be stressed for 10g forward deceleration.

++ c. The Martin A-1F top turret is to be redesigned sufficiently to allow mounting computing sight controls, amphibdysm generators, turret switches, personal panel, and controls in front of and below the operator so as to form a saddle seat for the operator which will have an open back and sufficient room to allow the operator to wear full equipment and to make ready entry and exit from the turret. It will be noted that no changes are required in the turret parts themselves. Turrets will remain interchangeable, and these specifications can apply to all types of aircraft. Note Inclosure No. 1 drawing for "Combat Specifications Martin Top Turret B-24 Aircraft".

5. Bomb Bay

a. To meet the specifications on center of gravity travel, it is suggested that bomb bay capacities be changed to allow a maximum load of 6,000 pounds in the front bomb bay and the present normal load in the rear bomb bay. It is to be noted that armament specifications controlling the space between bombs are not being followed in combat, and that it will be necessary to deviate from specifications to allow 6,000 pound bomb capacities in the front bomb bay.

b. Provide a positive bomb bay door and release lock with maximum tolerances to insure release of bombs with a minimum of malfunction.

6. Ditching Station is to be Provided over Rear Bomb Bay as Follows

a. The area is to be cleared sufficiently to provide ditching accommodations for seven (7) men on one belt reaching across the airplane at approximately station 5.2 and extending from the floor to a minimum of 36" above the floor.

b. The floor and belt when so loaded are to be stressed for 10g deceleration forward.

c. A jettisonable escape hatch of approximately the same dimensions as the flight deck top hatch will be provided on either side (one side only) of the center line just aft of the ditching belt.

++ d. Life raft compartments large enough to hold B-2 life raft and all ditching gear required. A system of releasing will be provided to allow manual release from front and rear escape hatch and from outside the aircraft at position of raft stowage. An Impact Release set for 3g deceleration is to be provided that will release two complete life rafts with all ditching gear ready for use in any crash landing. Confidence in B-24 ditching and in existing life raft release mechanisms is so low as to make this necessary.

7. Waist Positions

a. One of two arrangements, as follows, should be included as waist fire power depending on the fire power made available in the nose and tail positions.

++ This paragraph has been changed in this re-write.

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- (1) If the desirable maximum areas of fire are obtained in the nose and tail installations, the closed waist guns as presently installed in the B-24J and J are satisfactory.
- (2) If the desirable maximum of fire cover is not provided in the nose and tail, a pair of side turrets, such as the proposed Van Norman Banjo Turret, that will provide converging bottom cover and effective side cover to 45° above horizontal through an arc of 160° fore and aft is required.
- (3) A minimum reduction in weight from the present ball turret and waist gun combination is 990 pounds, of which 250 pounds should be by the reduction of one of the three (3) crew members required at this station.

8. Tail Turret

a. Fire area to be covered.

- (1) Minimum acceptable area of fire 120° azimuth, 120° elevation.
- (2) Desirable maximum area of fire, 180° azimuth, 120° elevation.

b. This turret must provide comfort and warmth for a 10 hour flight, of which six (6) hours at altitude may be spent uninterrupted in the turret. Gross operating weight (with ammunition and operator) will not be over 1,050 pounds. Minimum wind drag should be offered by the turret.

++ 9. A requirement not expressed in the original specifications is added to comply with the desires expressed in a U.R. originated by 2nd Bombardment Division in regard to crew stations: "All crew stations are to be designed to accommodate most efficiently all near-average-sized crew personnel while wearing complete flying equipment, including dinghy, back pack parachute, Mae West, heavy flying clothing, boots, gloves, helmets and flack suits".

++10. Careful attention to detail in the choice of position, relative location, finish and design, of action station facilities and controls cannot be overemphasized. This part of combat aircraft interior design is so important it should be attempted only by personnel who have made a study of combat crew activities in action.

++ This paragraph has been changed in this re-write.

S/S 452.1 Eng (424)

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8 Jan 8 20 June 1974
By: [illegible]

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AFAP-40
BY AUTHORITY OF THE
CHIEF of [illegible]
70055
Date: 27 Mar 45
DATE: [illegible]

Air Chief Marshal C. L. Courtney, K.C.B., C.B.E., D.S.O.
A.M.S.O. - Air Ministry
Wingway, London, W.C. 2
England

Dear Air Chief Marshal Courtney:

You will recall that at our final meeting in the Air Ministry last January you offered to return 100 used B-24 aircraft to the U.S.A.A.F.

Our Air Technical Service Command in Europe has inspected 24 of these airplanes and has submitted detailed reports on them, including estimates of material and man-hours required to put them in operational condition.

These reports indicate that it will be impossible to modify these airplanes without seriously interfering with the modification of tactical aircraft for combat operations.

In view of the fact that our depot facilities cannot absorb this added load, we must decline your offer to return these airplanes to the U.S.A.A.F.

Yours sincerely,

Signed

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

DISPATCHED
21 MAR 1945
AFSA 6

COPY TO: OFFICE OF SIGNATURE

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SAS 452.1 Eng (422)

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BY AUTHORITY OF THE
CHIEF of the ARMY AIR FORCES
DATE: 27 March 1945
INITIALS: 8

Return of 100 GR B-24's from the British

Chief of the Air Staff

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DDO/hrs

8 Jan & 20/Jan 1974

By: _____

AC/AS Plans

RMS:mec 74055

1. Attached is a letter to Air Chief Marshal Courtney prepared for the signature of General Giles, declining an RAF offer to return 100 used GR B-24 aircraft.
2. It has been determined an excessive amount of modification would be required to make these aircraft suitable for U.S.A.A.F. use.

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

Incls -

29 n/e

Added: drft ltr to A/CM
Courtney as abv

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EOD 105
8 Jan. & 29 June 1974
By AL 7000 100 DWR/JS 76
DBS/S&M
452.

Return of 100 GR B-24's from the British

Asst. Chief Air Staff, OC&R
Commitments Division

10 MAR 1945
March 1945

Asst. Chief Air Staff, M&S
Supply and Maintenance Branch

AFDBS-4B RWZ/dl 74612

1. In view of the burden, preparation of these aircraft for return to this country would place on theatre maintenance facilities and low priority which these aircraft now enjoy on overhaul schedules, it is the recommendation of this office that these aircraft not be returned to this country unless definite requirement exists for their use.

29 Incls:
n/c

PAUL E. McELROY
Lt. Colonel, Air Corps

TO: AC/AS, Plans, Logistical Plans Division

DATE: 24 MAR 1945

FROM: AC/AS, ~~OC&R, Commitments Division~~ *Operations, Commitments - Requirements*

COMMENT NO. 5

Major Young/rbj/74381

1. Your attention is invited to previous comments and condition reports on the B-24's which have been inspected in the theater.

2. In view of the man-hours which would be required to put subject aircraft in operational condition, it is requested that the British offer to return these aircraft be declined. *Recommend*

29 Incls
n/c

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

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BRITISH JOINT STAFF MISSION
Office of the Combined Chiefs of Staff
Washington, D. C.

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EO 13526

10 Nov 63 10 Nov 1974

By: 4142/AFG J.C. Davis

24 January 1945

DC/1/AIR

My dear General

You will remember that at the 181st meeting of the C.C.O.S. during discussion of the French Rearmament Plan, General Marshall stated that he understood that reserves of British first line aircraft amounted to some 200%, whereas similar U. S. reserves amounted to only 50%. General Marshall asked that we should consider the possibility of cutting down British first line reserves, particularly of American type aircraft, with a view to turning the aircraft thus made available over to the French to the extent that they could usefully employ them in combat.

2. I understand that during your recent visit to England you discussed with the Air Ministry the proposals contained in CCS 350/6 for the rearmament of the French Air Force, and that you reached agreement with them for finding the C.47, B.26, and P.47 aircraft required.

3. We have now received a detailed statement from the Air Ministry in the form of a comment on General Marshall's understanding. The figure of 50% adopted by the UEAAP applies exclusively to theatre reserves, and it is assumed by the Air Ministry that the alleged figure of 200% RAF reserves also refers to theatre reserves and does not include aircraft awaiting dispatch in the USA or in the course of transit to theatres of war.

4. This, however, is not the case, and some possible reasons for the misconception are as follows:-

- (i) British inventory figures available to the UEAAP include all aircraft in transit to the theatre of operations. These are sometimes compared with American stocks of aircraft in the actual theatre of operations.
- (ii) In contrast with the RAF, the UEAAP has no operational training units in theatres of operations. For this reason the RAF figures are sometimes misrepresented by relating the total stock of aircraft in the theatre to the units equipment of combat squadrons only. In this way, aircraft in training and other units come to be regarded as "reserves" behind operational squadrons, which of course they are not.
- (iii) In many cases American aircraft for the RAF require modification in the British theatre of operations (owing to the necessity for fitting British radar, wireless, and other equipment), whereas similar American aircraft for the UEAAP would have been modified in the United States. For example, modifications to the B.25 for the RAF in the European theatre of operations require substantially more man-hours than modifications to the B.26 for the UEAAP in the same theatre.
- (iv) The RAF system of repair organization differs from the UEAAP, since in the latter repair of aircraft is carried out to a greater degree

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in the squadrons themselves. Thus, a number of aircraft are included in American figures of unit equipment which would be shown in British figures as "under repair."

5. Since General Marshall's comment was made in connection with the re-arming of the French Air Force, it may be of interest to set out the reserves of these types of aircraft which it is proposed (in CCS 350/6) to use for this purpose and which are also in use by the Royal Air Force. These are the C47 (Dakota), B.26 (Marauder), and P.47 (Thunderbolt). On the 28th December, 1944, they were as follows:

	<u>C.47</u>	<u>B.26</u>	<u>P.47</u>
(a) Theatre Inventories	933	299	518
(b) Unit Equipment	735	128	249
(c) Theatre Reserve (a - b)	200	171	263
(d) Percentage of (c) to (b)	27%	134%	106%

6. There are many factors which make it impracticable to ensure that reserves are unduly high when re-equipment with a new type is in progress and there are available in a theatre a number of aircraft which have not yet been absorbed by the re-equipping squadrons. A similar situation may well occur if actual attrition is less than forecast or if the additional allocations are deliberately made in anticipation of important operations where the probable attrition cannot be confidently forecast.

7. In the particular case of the B.26 and P.47, whose reserves may be deemed to be unduly high, the following considerations must be borne in mind:-

- (i) B.26 This type of aircraft is obsolescent, and production has ceased. It is planned to maintain at least 6 squadrons until mid-1945 by which time the reserves will probably have been absorbed and re-equipment will have been effected. Surrender of part of the reserves would necessitate an earlier demand for B.25's or A.26's which are in short supply. Moreover the reserve figure includes 29 aircraft which are not yet categorized for repair and which may well be written off.
- (ii) P.47 The reserve is inflated because of difficulties in clearing the aircraft through the congested Karachi dock area and in unpacking, assembling, and preparing them for issue to squadrons. This has resulted in delays in re-equipment and a consequent diminution in anticipated attrition. The reserve also includes 41 aircraft which are not yet categorized for repair and which may be written off. No aircraft are to be allotted from USA during the months of January, February, and March, 1945, and this will certainly result in a substantial contraction of the reserve.

8. I do not consider it necessary to put forward these comments in the form of a CCS paper, but I should be grateful if you will pass on the information to General Marshall's staff so that he may be given the picture as it is seen in the Air Ministry.

Yours v. sincerely,
(5) Douglas Colyer

~~SECRET~~

From: Air Marshal Douglas Colyer,
BRITISH JOINT STAFF MISSION
Offices of the Combined Chiefs of Staff
WASHINGTON

DECLASSIFIED

DDO ltrs

8 Jan & 20 June 1974

By: _____ J.C. Date _____

SECRET

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JCS Memo

2 Jan. 1975

By: *LC*; Date: *1/20/75*

COPY

11 January, 1945.

1/20/45
See American
to write file

Ref: A.26,842/44

Vice Admiral A. V. Fitch,
Deputy Chief of Naval Operations for Air,
Room 2082,
Navy Department,
WASHINGTON, D.C.

My Dear Admiral

Allocation of RY.3 Aircraft

You will remember the prospective assignment of aircraft to the United Kingdom agreed by you with Air Chief Marshal Sir Christopher Courtney and Captain C. Abel-Smith on 31st October, 1944, and later ratified in C.C.S. 495/11 and 495/12.

2. In paragraph 4 of the Agreement it was recommended that the total current contract for cargo Liberators (RY.3) should be assigned to the Royal Air Force. It was also agreed that, if modifications of the production schedule were considered necessary, appropriate proposals would be submitted for the approval of the Joint Aircraft Committee.

3. I have now been asked by the Air Ministry to request that production of the RY.3 be continued beyond the present contract of 112 aircraft and that a further 120 RY.3 be assigned to the Royal Air Force in 1945. As Air Chief Marshal Courtney explained during his recent visit to Washington, there is an urgent demand in the R.A.F. for Heavy Transport aircraft for the equipment of squadrons planned for the Japanese war. Our bid for 100 C.54 aircraft - although in no way representing total R.A.F. requirements for heavy transports - could not be met by the Army Air Forces and General Arnold was unfortunately only able to agree to an allocation of 10 of this type. Air Chief Marshal Courtney would therefore have requested a correspondingly larger assignment of RY.3 at the time of his visit had this aircraft been technically cleared by your Department. It is only recently that conditional clearance has been given after preliminary trials at Patuxent.

4. In the United Kingdom, as you know, aircraft production has been concentrated on combat type aircraft, and although plans are being made to increase the output of British built military transports, no such increase could be effective in 1945. While we could plan for larger scale production, effective

SAS 452.1 Englund 420

B-1044

Secret SAS 1 by 452.1 Englund 420 ✓

DECLASSIFIED

by the middle of 1946, the additional aircraft would only become available when the need for them might already have begun to diminish. Production of the RY.3 at Consolidated, San Diego, was originally planned at an output of about 20 aircraft per month, and it is presumed that jiggling and tooling were based on a production at this rate. Thus, it would appear that there should be no great engineering problem in meeting the additional requirement of 120 aircraft through 1945.

5. The R.A.F. need for heavy transports and the growing percentage of deficiencies against planned requirements justify the assignment of 120 additional aircraft.

6. Present production of the RY.3 is very disappointing and we have only received four aircraft against an allocation of 48 and an expected 1944 delivery of 25, and I trust this deficit will be made good during the next few months. As the new W13 schedule is shortly due for consideration by the Joint Aircraft Committee, I shall be most grateful if the R.A.F. requirement can be reviewed as soon as possible.

7. I shall be glad of an early opportunity to discuss this important subject with you and will come over at any time suitable to you.

Yours sincerely
Raylan Boyle

(This copy for General Giles).

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7/20

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CLASSIFIED

AFAP-40
 RMS/acc/76055
 rewritten AFAS
 TAF/mkn/4789
 31 Jan 48

By Authority of
 The Com
 11 5

Date _____ Initials _____

DECLASSIFIED
 DDC ltr
 8 Jan & 30 June 1974
 By ALC/BC LC Date 19 - 1-1-74

4 FEB 1945

Air Chief Marshal Sir Christopher L. Courtney, K.C.B., C.B.E., D.S.O.
 A.M.B.O. - Air Ministry, Bush House (S.E. Wing)
 Kingsway
 London, W.C. 2, England

Dear Air Chief Marshal Courtney:

Due to the absence of Brigadier General Frederic H. Smith, Jr., from this headquarters on a new assignment, I am taking the liberty of replying to your letter of 30 December 1944 (AMSQ/139/13), addressed to him, which has been held awaiting definite information as to further requirements for the Ninth Air Force.

These requirements have now been received and are for:

160 Mosquito Mark XVI
 in the first six months of 1945

From your letter and from the Minutes of the 22 December 1944 Meeting of the Air Assignment Subcommittee of the London Munitions Assignments Board, we find that no actual assignment of any fixed number of Mosquito aircraft has been made to satisfy the stated requirements. As suggested in the Minutes, this action very possibly has been taken and we will hear in the next report from London.

We have considered these requirements as separate from those aircraft normally sent to the Theatre for use at the discretion of the Theatre Commander and hope that you may still find sufficient aircraft can be made available to implement the programs concerned.

Sincerely yours,

Signed

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

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 (419)

CLASSIFIED
 4 FEB 1945

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DATE		INITIALS	

DECLASSIFIED
 AUTHORITY: 61 CFR 101-11.6
 DATE: 20 Jan 1994
 BY: [illegible]

Air Chief Marshal Sir Christopher L. Courtney, K.C.B., C.B.E., D.S.O.
 A.M.S.O. - Air Ministry
 Kingsway
 London, W.C. 2

Dear Air Chief Marshal Courtney:

We have taken the liberty of delaying this reply to your letter of 30 December 1944 until we received definite information as to further requirements for the Ninth Air Force.

These requirements have now been received and are for:

150 Mosquito Mark XVI
 in the first six months of 1945

From your letter and from the Minutes of the 22 December 1944 Meeting of the Air Assignment Subcommittee of the London Munitions Assignments Board, we find that no actual assignment of any fixed number of Mosquito aircraft has been made to satisfy the stated requirements. As suggested in the Minutes, this action very possibly has been taken and we will hear in the next report from London.

We have considered these requirements as separate from those aircraft normally sent to the Theatre for use at the discretion of the Theatre Commander and hope that you may still find sufficient aircraft can be made available to implement the programs concerned.

Sincerely yours,

FREDERIC M. SMITH, Jr.,
 Brigadier General, U. S. A.,
 Deputy Chief of the Air Staff.

Handwritten notes:
 D. H. [illegible]
 The Bulletin of the SAS
 in view of [illegible]
 program
 for 5/9
 [illegible]

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000 hrs
On Jan 20 1974
By ALC/SC 100 DDC/10/107-70

COPY

From: Air Chief Marshal Sir Christopher Courtney
CBE, DSO.

AIR MINISTRY,
BUSH HOUSE (S.E. WING),
KINGSWAY,
W.C. 2.

AMSO/139/13.

30th December, 1944.

Dear General Smith,

You wrote to me on 14th December about the requests which, in view of subsequent developments, you now found it necessary to make for Mosquito aircraft for the U.S. A.A.F. in the first six months of 1945. These comprised 40 of the night fighter variety and 86 photo-reconnaissance. These requests came before the Air Assignments Sub-Committee of the London Morditions Assignment Board on 22nd December and I expect that you have already had a report from your representatives with regard to the night fighters required to re-equip and maintain on Mosquitoes No. 116 Squadron in the Mediterranean theatre. The position here is that a monthly quota of Mosquito night fighters (at present 12) goes out to the Mediterranean theatre and its distribution between U.S. A.A.F. and R.A.F. Squadrons is at the discretion of the Air Commander-in-Chief (Gen. Eaker). We are very short of this variety of Mosquito and are having to exercise economy in their use in every direction - having, in fact, recently rolled up 2 R.A.F. Squadrons. The distribution of a quota of aircraft within the theatre on the basis of actual needs and at the discretion of the Theatre Commander is calculated to secure the most economical distribution and we hope, therefore, that you will be content to accept the present system in lieu of any specific assignment for a definite period.

With regard to the photographic reconnaissance variety, we anticipate having only a relatively small margin over the minimum requirements of R.A.F. Squadrons. This margin itself is requirement due to production having been planned to allow for a possible requirement of 36 P.R. Mosquitos for your Squadrons - this figure having been tentatively mentioned some months ago. We shall, therefore, only be able to recommend for assignment a total of 40 P.R. Mosquitos (Mark XVI) up to the end of June, 1945. Over these six months it is to be hoped that the 30% rate of attrition estimated for your weather reconnaissance Squadron per month will not have to be met continuously throughout the period. Perhaps, therefore, the assignment of 40 may go further than you immediately anticipate.

Yours sincerely,

(S) C. L. COURTNEY

Brigadier General Frederic H. Smith, Jr.,
U. S. Army,
Deputy Chief of Air Staff,
c/o Commanding General,
Army Air Forces
WASHINGTON 25, D. C.

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DDO ltr.

8 Jan & 20 June 1974

By ALW / CG, LC, Date 10-14-76

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RELEASABLE

SECRET	
BY AUTHORITY OF THE CHIEF OF THE ARMY AIR FORCES	
DATE	INITIALS
	JAN 29 1945

Requirements for Mosquito Aircraft for Army Air Forces

Deputy Chief of the Air Staff

18 January 1945

AG/AS Plans, Logistical Plans Division

1
HMS:mec 74055

Attached draft of letter to Air Chief Marshal Courtney in reply to his letter of 30 December on the above subject has been prepared for Gen. Smith's signature.

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

Incl -

Orig ltr from A C/M Courtney
dtd 30 Dec 44; draft ltr in
reply for Gen Smith's sign.

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AFARP-40
 Rep/Sec 74055
 Rewritten AFSAS
 TAF/mk/5789
 31 Jan 45
 General
 Army Air Forces

By Authority of
 The Commanding General

Date Initials

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DOD Hqs.

8 Jan. & 30 June 1974

Ref: 452.1 Eng. LC, Date 10-14-74

4 FEB 1945

**Air Chief Marshal Sir Christopher L. Courtney, K.C.B., C.B.E., D.S.O.
 A.M.S.O. - Air Ministry, Bush House (S.E. Wing)
 Kingsway
 London, W.C. 2, England**

Dear Air Chief Marshal Courtney:

Due to the absence of Brigadier General Frederic M. Smith, Jr., from this headquarters on a new assignment, I am taking the liberty of replying to your letter of 30 December 1944 (AMSP/130/13), addressed to him, which has been held awaiting definite information as to further requirements for the Ninth Air Force.

These requirements have now been received and are for:

**150 Mosquito Mark XVI
 in the first six months of 1945**

From your letter and from the Minutes of the 22 December 1944 Meeting of the Air Assignment Subcommittee of the London Munitions Assignments Board, we find that no actual assignment of any fixed number of Mosquito aircraft has been made to satisfy the stated requirements. As suggested in the Minutes, this action very possibly has been taken and we will hear in the next report from London.

We have considered these requirements as separate from those aircraft normally sent to the Theatre for use at the discretion of the Theatre Commander and hope that you may still find sufficient aircraft can be made available to implement the programs concerned.

Sincerely yours,

Signed

**REUBEN C. HOOD, JR.,
 Brigadier General, U. S. A.,
 Deputy Chief of Air Staff.**

4 FEB 1945
 [Handwritten initials]

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Copy for Gen Hood
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SHS 452.1 Eng (419)

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C O P Y

From: Air Chief Marshal Sir Christopher Courtney
KCB, CBE, DSO.

AIR MINISTRY,
BUSH HOUSE (S.E. WING),
KINGSWAY,
W.C. 2.

AMSO/139/13.

30th December, 1944.

Dear General Smith,

You wrote to me on 14th December about the requests which, in view of subsequent developments, you now found it necessary to make for Mosquito aircraft for the U.S. A.A.F. in the first six months of 1945. These comprised 40 of the night fighter variety and 86 photo-reconnaissance. These requests came before the Air Assignments Sub-Committee of the London Munitions Assignment Board on 22nd December and I expect that you have already had a report from your representatives with regard to the night fighters required to re-equip and maintain on Mosquitos No. 416 Squadron in the Mediterranean theatre. The position here is that a monthly quota of Mosquito night fighters (at present 12) goes out to the Mediterranean theatre and its distribution between U.S. A.A.F. and R.A.F. Squadrons is at the discretion of the Air Commander-in-Chief (Gen. Eaker). We are very short of this variety of Mosquito and are having to exercise economy in their use in every direction - having, in fact, recently rolled up 2 R.A.F. Squadrons. The distribution of a quota of aircraft within the theatre on the basis of actual needs and at the discretion of the Theatre Commander is calculated to secure the most economical distribution and we hope, therefore, that you will be content to accept the present system in lieu of any specific assignment for a definite period.

With regard to the photographic reconnaissance variety, we anticipate having only a relatively small margin over the minimum requirements of R.A.F. Squadrons. This margin itself is ~~requirement~~ due to production having been planned to allow for a possible requirement of 36 P.R. Mosquitos for your Squadrons - this figure having been tentatively mentioned some months ago. We shall, therefore, only be able to recommend for assignment a total of 40 P.R. Mosquitos (Mark XVI) up to the end of June, 1945. Over these six months it is to be hoped that the 30% rate of attrition estimated for your weather reconnaissance Squadron per month will not have to be met continuously throughout the period. Perhaps, therefore, the assignment of 40 may go further than you immediately anticipate.

Yours sincerely,

(S) G. L. COURTNEY

Brigadier General Frederic H. Smith, Jr.,
U. S. Army,
Deputy Chief of Air Staff,
c/o Commanding General,
Army Air Forces
WASHINGTON 25, D. C.

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C O P Y

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DDO IIS
8 Jan. & 23 June 1974
By ALM/86 JG Date 10-14-76

TO: Deputy Chief of Air Staff, Attn: Brig General Fred-
eric H. Smith, Jr.

DATE 26 DEC 1944

FROM: AC/AS, M&S

COMMENT NO. 2

Major R.J. Master/aem/74323

Necessary instructions to effect action requested in Comment 1 above have
been released this date (21 December 1944).

(Signed) E. M. Powers

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

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DAS JMC

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DECLASSIFIED
DDG lrs.
8 Jan & 20 June 1974
By AAH LRG JG, Date 11-11-74

14 December 1944

Air Commodore Nowell,
Director of Supply and Organization
of the RAF Delegation,
1424 Sixteenth Street, N. W.,
Washington, D. C.

Dear Air Commodore Nowell:

Attached for your guidance is a copy of our letter
to Air Chief Marshal Sir Christopher L. Courtney outlining
the AAF need of Mosquito aircraft.

Lieutenant General Baker asked us particularly to
advise Air Chief Marshal Courtney of our needs and for that
reason we have addressed the letter to him. The further need
for Mosquito aircraft by the AAF for the second half of 1945
will be reviewed on March 1, 1945 and based on the events and
requirements at that time we will be then better able to
adequately forecast our future requirements.

Sincerely,

Signed

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

1 Incl.
Cy of Letter

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DDO lrs.
8 Jan. & 20 June 1974
By: ALC/AC/IG, Date: 10/1/74

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RE: 1000
71127
wrt: 14 Dec 44
DATE: 10/1/74

14 DEC 1944

Air Chief Marshal Sir Christopher L. Courtney, K.C.B., C.B.E., D.S.O.
A.M.S.O. - Air Ministry
Kingsway
London, W.C. 2

Dear Air Chief Marshal Courtney:

Our statement made to you on your recent trip to Washington that we had no further requirement for Mosquito aircraft must be changed in view of subsequent developments.

Since our discussion with you, we have received urgent requests for the following Mosquito aircraft to support squadrons for the period 1 January-30 June 1945:

- 86 Photo-Reconnaissance type
- 49 Night fighter type
- 126 Total

It is our earnest hope that you will be able to make these airplanes available to our forces in ETO and MTO.

We have authorized the Theatre Commander to requisition these Mosquito aircraft direct through the London Munitions Assignments Board.

Sincerely yours,
Signed

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

14 DEC 1944
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545 452-18-7 (412)

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DDO lrs.

8 Jan. & 20 June 1974

By ALM / GJC, Date 10-14-74

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SECRET	
BY AUTHORITY OF THE CHIEF OF THE ARMY STAFF	
DATE	INITIALS

Army Air Force Requirement for Mosquito Type Aircraft from United Kingdom Production

Deputy Chief of the Air Staff

14 December 1944

AC/AS Plans

RMS:mc 71127 ²

In compliance with request in Comment No. 1, the inclosed letter to Air Marshal Courtney has been prepared for signature.

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

Incl -
Drft ltr to A/M Courtney
prep'd for signature.

~~SECRET~~

SECRET

Secret by authority of
CG AAF

Date

Initials

19 DEC 1944

AFRDB

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DD Form

Rev. 2-22-64

By *[Signature]* SAC, DAF, *[Signature]*

Standardization of B-24 Aircraft

Commanding General, United States Strategic Air Forces in Europe, APO 634, c/o Postmaster, New York, New York

1. For the past year much pressure has been expended on the B-24 program in an effort to develop a really combat worthy airplane. The results are now becoming apparent. The B-24s received its initial flight recently and is now at Wright Field undergoing performance tests. Upon completion of the work at Wright Field, it goes to Eglin Field for operational suitability tests and it is planned shortly thereafter to fly this airplane to the United Kingdom for your inspection and comments. By this action the theater's reaction to the airplane may be obtained in time to make any required changes before production is too far along. This is essential, because modification facilities for the B-24 are almost non-existent.

2. B-24 modification facilities have recently been greatly curtailed by the accelerated B-29 program, and due to the fact that the B-24 has so many diversified functions, these modification centers still available are completely overloaded. At the present time, the airplane is being used for cargo transport, as a tanker, for photo reconnaissance, weather reconnaissance, for HX and LAH, as well as a standard bomber. The standard bomber version must be further modified to suit the requirements of the various air forces. These requirements cannot be met at present without excessive delays. In an effort to eliminate one modification, the production B-24s are now equipped with what is known as the alternate crew position for the navigator. This consists of a navigator's position on the flight deck and an additional arrangement in the nose. At present, the nose navigator arrangement is different for the Eighth and Fifteenth Air Forces. It is most desirable that this arrangement be standardized so that production airplanes will be satisfactory for both the Eighth and Fifteenth Air Forces.

3. The navigator positioning for the Fifteenth Air Force consists of a seat which extends completely across the rear of the nose compartment at the level of the top of the entrance passageway, and a table approximately fifteen inches wide parallel to the seat at a convenient distance in

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front of and above it. The table is divided into three sections, the end sections being fixed and the center section hinged at left extremity to permit it to be raised up and stowed against the left side of the fuselage. This arrangement permits easy access to and from the seat. The navigator is able to see downward through the bombardier's windows and sighting panel and to the sides through the side windows. The Gee box is located on the right side of the seat and the navigator's instruments are located for convenience of both navigator and bombardier. Seating space is provided for two crew members, eliminating the fatigue factor which has been reported by returned Eighth Air Force navigators and bombardiers.

4. After review of all proposals the arrangement provided for the Fifteenth Air Force is believed by far the best from every standpoint. It is requested that consideration be given to the adoption of this revision by the Eighth Air Force. A Fifteenth Air Force modified B-24, No. 44-49365, on project No. 929673, arrived in your theater 9 December 1944. Advance notice of the scheduled departure of this airplane and the problem of standardization involved was sent by cable No. 70072 on 25 November 1944 to Colonel Alfred H. Maxwell, Headquarters, U. S. Strategic Air Forces in Europe. It is hoped that theater inspection of this airplane will permit with the least possible delay a standardization of the navigator's position arrangement for the two Air Forces, and thus materially reduce the modification work load.

For the Commanding General, Army Air Forces:

SECRET

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

19 DEC 1944

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DD FORM 133

1 Jan. & 29 June 1974

By JC: Date

~~SECRET~~

Letter to U.S. Strategic Air Forces in Europe

Chief of the Air Staff

DEC 7 1964

Asst Chief of Air Staff, Operations, Commitments and Requirements

1
Lt Col McElroy/slj/5692

The attached letter is self-explanatory. It is believed worthwhile, in order to accomplish standardization of the B-24, that this letter be dispatched to the Commanding General, U.S. Strategic Air Forces in Europe.

1 Incl
Ltr to USSAFE

Bomb Br _____

A/C Sec _____

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DOD 03
E.O. 13526 June 1974
By SP-6 JAC/STC Date 11/11/01

Conversion of P-38 Groups to P-47 in U.K.

AC/AS, Operations, Commitments and Requirements

27 November 44

Chief of the Air Staff

1

- 1. The attached memorandum has been noted by the Chief of the Air Staff.
- 2. File.

Signed

1 Incl.
Memo 11-23-44

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

27 NOV 24
AC

SKS vs 2d Engineering Div

1:58 P SKS

2

17 November 1944

Air Commodore Howell
R.A.F. Delegation
1424 16th Street, N. W.
Washington, D. C.

Dear Air Commodore Howell:

At Mr. H. O. R. Hindley's request I am writing to inform you that the Army Air Forces has no foreseeable requirement for a continuing need for Mosquito aircraft during 1945.

Sincerely,

Signed

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

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7 November 1944

Mr. H. O. R. Hindley
British Joint Staff Mission
JCS Combined Chiefs of Staff Building
Washington, D. C.

Dear Mr. Hindley:

I am informed that you have requested confirmation of my letter of 29 October in which I stated that the Army Air Forces have no foreseeable requirement for Mosquito aircraft of either the PR or night fighter type for the period of *PHASE II*. You are informed that the decision of the Commanding General, Army Air Forces is reflected in my original letter.

Sincerely,

Signed

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

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DCI 835
6 Jan. & 20 June 1974
By: ALM / R.C. LC Data 107-147-76

C-46 Aircraft for UK

AC/AS, Operations, Commitments and Requirements

-8 November 44

Chief of the Air Staff

**1
VRS, Jr: JT 6371**

1. General Arnold has indicated that subject to an expressed desire by General Spaatz 200 C-46 aircraft be allocated WSTAFF from November, December and January production.

2. It is desired that you query General Spaatz as to his need or desire for 200 C-46 aircraft. In the event his answer is in the affirmative 200 such aircraft will be allocated to the ETO out of November, December and January production.

3. If 200 aircraft are allotted to the ETO, the Far East Air Force will receive only 85 C-46's from November, December and January production. General Kenney is currently directed to return C-47's as he reequips units with C-46's. If 200 C-46's are diverted to the ETO from the current Far East Air Force allotment General Kenney is to be authorized to retain all C-47 aircraft until such time as his allotted figure of 265 C-46's is reached.

Signed

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

1 Incl.
None same subj
from OCR 11-7-44

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wtn: 27 Oct 44

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DDI PWS

8 Jan. 8 27 June 1974

By Date

28 Oct 44

Mr. H. O. R. Hindley
British Joint Staff Mission
326 Combined Chiefs of Staff Building
Washington, D. C.

Dear Mr. Hindley:

The Army Air Forces requirements for Mosquito type aircraft from U. K. production have been reviewed.

The U. S. Army Air Forces have no foreseeable requirement for Mosquito aircraft of either the PR or night fighter types for the period of STAGE II.

Yours sincerely,

WALTER H. ...
Deputy Chief of Air Staff

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COPY TO: OFFICE OF SIGNATURE

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DD FORM

1 Jun 60 (Rev 1954)

By: *11/10/00* J.C. Doe

APAF-40

WHD:mec

71127

date: 27 Oct 44

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29 OCT 1944

Mr. M. O. A. Hindley
British Joint Staff Mission
328 Combined Chiefs of Staff Building
Washington, D. C.

Dear Mr. Hindley:

The Army Air Force requirements for Mosquito type aircraft from U. K. production have been reviewed.

The U. S. Army Air Force have no foreseeable requirement for Mosquito aircraft of either the PH or night fighter types for the period of STAGE II.

Yours sincerely,

Signature

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

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29 OCT 1944
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DECLASSIFIED
DDP/MS
Jan. 6 20 June 1974
By: AIN/SG, AC, Date: 12-11-74

AAF Mosquito Aircraft Requirements

Chief of the Air Staff

28 October 1944

ACAS Plans, Logistical Plans Division

WMB:mec 71127¹

Attached letter addressed to Mr. H. O. R. Hindley stating that we have no requirements for Mosquito aircraft for the period subsequent to the defeat of Germany has been prepared for your signature.

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

Incl -
draft ltr to Mr. Hindley

CONCURRENCE:
ACAS OC&S _____

~~SECRET~~
DECLASSIFIED

HEADQUARTERS ARMY AIR FORCES
WASHINGTON

Date _____

MEMORANDUM for:

*Wants
confirmation
we want no
Mosquitoes
for 1945*

FREDERICK H. SMITH, JR.
Brigadier General, U.S.A.
Deputy Chief of Air Staff

3221

Mrs. Hinshley
Ext - R.A.F.

Receipts 29 of Oct.
Requirement for Sept II.

Giles to Welsh
~~May 25~~

Confirmation

SECRET

DECLASSIFIED

DOO 1175

8 Jan 6 20 June 1974

By 4117 GCLC/DAK/10-1-74

British Government can furnish Mosquito Aircraft

Assistant Chief of Air Staff, OCAF

25 October 1944

Chief of the Air Staff

BMS/hd/3373

1

Air Chief Marshal Courtney stated at a meeting on October 24th that the British Government was in a position to furnish a limited number of Mosquito aircraft. Let me know within the next two or three days if we have a requirement for this type of aircraft.

Signed

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

TO: Chief of the Air Staff

DATE 27 October 1944

FROM: Asst C/AS, OCAF

COMMENT NO. 2
PAK/pk/73061

No Mosquito type aircraft will be required by the Army Air Forces.

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

AFREQ _____
AFREB _____
AFRFB _____
AFRAD _____

452.1 England

(452)

SECRET

File in
202 452.1 England (452)

~~SECRET~~

DECLASSIFIED

EO 13526

8 Jan 6 20 June 1971

By / / Date

British Government can furnish Mosquito Aircraft

Assistant Chief of Air Staff, CC&R

25 October 1944

Chief of the Air Staff

BMG/hd/3373

1

Air Chief Marshal Courtney stated at a meeting on October 24th that the British Government was in a position to furnish a limited number of Mosquito aircraft. Let me know within the next two or three days if we have a requirement for this type of aircraft.

Signed

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

RECEIVED
26 OCT 1944
AAG

452-1 Eng (Vop)

~~SECRET~~

452-1 Eng (Vop)

RELEASSED

TO: Chief of Air Staff

DATE 23 Oct 1944

FROM: AC/AS OC&R

COMMENT NO. 2

1. Memorandum on this subject was given to General Giles by hand on Sunday, 22 October.

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

45-21-2-9
407

File
ei

RELEASSED

985

452.1 E 407

~~CONFIDENTIAL~~
B-24 Airplanes for General Spaats

General Craig

21 October 1944

General Giles

1

1. This morning General Arnold stated that we should send the B-24 airplanes to General Spaats as requested. I pointed out to General Arnold that the records on hand in this headquarters showed that General Spaats was over in this equipment. General Arnold's reply was to the effect that our records must be wrong and that we should straighten them out.

2. Give me a report on the action you have taken regarding this matter.

Signed

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

RECORDED
21 OCT 1944
400

452.1 Eng. 409

~~CONFIDENTIAL~~

452.1 Eng. 409

~~CONFIDENTIAL~~

~~SECRET~~

DECLASSIFIED
EOG 415
8 Jan. & 29 Jan. 1974
Dr. A.M. / S.C.L.C. Dec. 10 1974

Pick-Up Devices

Chief of Air Staff

7 Oct 44

AC/AS, Operations, Commitments & Requirements

2
Col Bell/rl/73616

1. We have not received official reports to substantiate the allegations contained in Comment No. 1. Official reports of the Normandy operation, Southern France operation, and daily operations and status reports from ETO have not indicated that glider pick-up has been used. Informal reports received from returned military observers and civilian technicians indicate that little interest has been displayed by the IX Troop Carrier Command in exploiting pick-up equipment. The only official correspondence received to strongly corroborate the above is Cable H 61781, dated 10 August 1944, from the CG, U.S. Service Command in London, stating in part that glider pick-up gear had been removed from all but 10 of 108 C-47 aircraft which had been supplied with this equipment.

2. A great deal of time, money, and effort has been spent in this country to develop equipment and procedure which would make possible the recovery of gliders for subsequent operations. This equipment has been thoroughly field tested, and has proven to be satisfactory, providing operating personnel receive adequate training in its use. During June of 1944, sufficient equipment and personnel were shipped to UK to provide for glider recovery when actual operations commenced.

3. The present acute shortage of gliders to meet outstanding requirements, together with the facts contained in paragraphs 1 and 2, above, prompted this office to send cable (WAR 41144) to ETO on 4 October 1944, paraphrased copy attached.

4. It is believed that the statements made in Comment No. 1 should be investigated and a report rendered to this Headquarters. If the equipment and personnel, that have been provided for the purpose of recovering gliders from combat operations, are not satisfactory, and have not been used, this Headquarters should certainly be informed through official communications of the reasons therefor, and should not receive such information from a civilian technician. It is suggested that the attached radiogram be sent.

452.1 Eng
(Y0Y)

2 Attachments:

- Att. 1 - Paraphrase of cable, dtg 4 Oct 44.
- Att. 2 - Draft of cable to ETO

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

Airborne & Liaison Branch _____
ACAS, OCR, Requirements Div. _____

~~SECRET~~
~~CONFIDENTIAL~~

File
SAS 452.1 Eng. (Y0Y)

~~CONFIDENTIAL~~

~~SECRET~~

~~SECRET~~

DECLASSIFIED

DDO No.

8 Jan 8 50 June 1974

By 31-1-13610; Date 10-1-74 - 74

Pick-up Devices

AG/AS - CGAR

Chief of the Air Staff.

5 Oct '44

1

1. Mr. Wendt of All-American Aviation, Wilmington, Del. which is interested in pick-up devices, visited the Chief of Air Staff and gave certain information which indicated that pick-up equipped C-47's were not being used in the airborne operations in Europe. He stated that Lt. Colonel Jordan, A-3 of the 9th Troop Carrier Command was unfamiliar with the equipment and technique and had ordered the equipment removed from the aircraft. He stated that many gliders in Normandy and Holland could have been retrieved had this device been properly employed. He further stated that when the British desired to use this equipment ~~it had been removed~~ for evacuating personnel from the Arnhem Bridgehead; that he was told it was not available and was of no practical value.

2. In anticipation of this matter being aired in public by this firm, I would like to have your comments so that General Giles and General Arnold will be prepared.

Signed

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

~~SECRET~~

~~CONFIDENTIAL~~

SAS 452.1 Eng. (404)

CONFIDENTIAL

DECLASSIFIED

DDG Hrs.

8 Jan. & 20 June 1974

By: ALB / SGLC, Date: 10-17-76

RELEASABLE

Pick-up Devices

AC/AS - OCAR

8 Oct '44

Chief of the Air Staff.

1

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2. In anticipation of this matter being aired in public by this firm, I would like to have your comments so that General Giles and General Arnold will be prepared.

Signed

FERRICK W. YIMMERLAK
 Brigadier General, U. S. A.
 Acting Chief of Air Staff.

452.1 Eng (Yoy)

UNCLASSIFIED
 8 OCT 1944
 883

CONFIDENTIAL

RELEASABLE

SAL 452.1 Eng (Yoy)

CONFIDENTIAL

DECLASSIFIED

DOO US.

8 Jan & 20 June 1974

By LC Date

CONFIDENTIAL

Transport Aircraft Requirements in Europe

Secretary of Air Staff

3 OCT 1944

AG/AS, Operations, Commitments & Requirements

Major Saenger/vo/6100

1st Indorsements to attached letters from the Commander-in-Chief, United States Fleet dated 8 September 1944 and 22 September 1944 are forwarded for signature.

Signed

JACK ROBERTS
Colonel, Air Corps
Executive, Asst Chief of Air Staff
Operations, Commitments & Requirements

2 Incls:

Incl 1 --(1st Ind added)

Added:

Incl 2 - Ltr fr Navy dtd
22 Sep. w/1st Ind thereto.

45201 Eng. (403)

File
10/1/44

CONFIDENTIAL

CONFIDENTIAL

SAS 45201 Eng

(403)

~~SECRET~~

DECLASSIFIED

DDO US

8 Jan & 30 June 1974

By AW/SG IC, Date 10-14-74

[Handwritten signature]

Directive to Provide 111 F-47 Airplanes
Chief of Air Staff

Asst C/AS, Operations, Commitments and Requirements

Col Holloway:ajp

2

72429

1. F-47's to fulfill directive of Comment 1 will have the following characteristics:

- a. F-47D wings on F-47N fuselage.
- b. R-2800C engine and GE-5 turbo supercharger.
- c. Six guns and one belly tank.
- d. 370 gallons internal and 110 gallons belly fuel capacity.
- e. Speed: Approximately 470 m.p.h. at 33,000 feet under war emergency rating of 2800 H.P.
- f. Tactical radius: 400 miles.

2. Expected production deliveries will be 75 in October and 46 in early November.

3. Production losses of present program estimated 50 F-47D's; no loss for F-47N's.

4. Directive to accomplish above has been issued to Air Technical Service Command by Asst C/AS, Materiel and Services. It has been further directed that speed and range tests be conducted of present F-47D series with drop tank fittings removed and with use of 145 grade fuel and water injection.

452,1

Eng.

(102)

Fighter & Air Defense Br _____
Fighter Section _____
Requirements Division _____

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

~~SECRET~~

SAS 452.1 Eng. (102) JF OR R



HEADQUARTERS, ARMY AIR FORCES

WASHINGTON

ATTENTION:

DECLASSIFIED
EOD 11/18/2014

6 Jan 6 20 June 1974

By 4-10-1986 Date 10-11-76

2 October 1944

Gen Spatz noted
[Signature]

MEMORANDUM FOR THE CHIEF OF AIR STAFF

Subject: Steps taken to Institute P-47J Project.

1. General Spaatz has indicated, due to the operation of the German jet airplane, an urgent requirement for a fighter with considerable more speed than our present fighters in operation in Europe. The P-80 of course is the airplane. Quantity production of the P-80, however, is too far in the future to assist General Spaatz in the problem with which he is currently faced.
2. As a result of the above situation the Chief of Air Staff issued a directive to the AC/AS OC&R on 28 September to provide 111 P-47 airplanes to the UK, so modified as to give 30 or 40 miles more speed than the present P-47D. Copy of this directive is attached.
3. On the same date, 28 September, this office complied with the directive of the Chief of the Air Staff and sent a directive to AC/AS Materiel and Services. A copy of this directive is attached.
4. On 29 September AC/AS Materiel and Services issued a directive to the Director of the Air Technical Services Command concerning this project. A copy of this directive is attached.

1521 Eng. (402) B

3 Incls.

Cable Rpt to Maj. Joyce

1 Meraig

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

File MAR

File 10/4/44



1521 Eng. (402) B

~~SECRET~~

DECLASSIFIED

DDO RUS

8 Jan & 20 June 1974

By SP-10 / Date 10/17/76

Directive to Provide 111 P-47 Airplanes

AC/AS OC&R

28 Sept 1944

Chief of Air Staff

1

1. Take immediate steps to provide 111 P-47 airplanes to the U. K. These airplanes should be so modified as to give 30 or 40 miles per hour more speed than the present P-47D. It is suggested that the R 2800 C engine be considered for installation in these airplanes.
2. This is a matter of urgency and takes priority over the P-47N project.
3. Advise me when delivery of these airplanes can be expected.

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

~~SECRET~~

Incl #1

DECLASSIFIED

000 208

8 Jan & 10 June 1974

By 104266 AC D... 74

DECLASSIFIED

Directive to Provide 111 P-47 Airplanes

Chief of Air Staff

30 Sept 1944

AC/AS OC&R

2

Col Holloway:sjp 72429

1. P-47's to fulfill directive of Comment 1 will have the following characteristics:
 - a. P-47D wings on P-47N fuselage
 - b. R-2800C engine and CH-5 turbo supercharger.
 - c. Six guns and one belly tank
 - d. 370 gallons internal and 110 gallons belly fuel capacity
 - e. Speed: Approximately 470 m.p.h. at 33,000 feet under war emergency rating of 2800 H.P.
 - f. Tactical radius: 400 miles
2. Expected production deliveries will be 75 in October and 46 in early November.
3. Over-all production losses of present program estimated 50 P-47D's; no loss for P-47N's.
4. Directive to accomplish above has been issued to Air Technical Service Command by Asst C/AS, Materiel and Services. It has been further directed that speed and range tests be conducted of present P-47D series with drop tank fittings removed and with use of 145 grade fuel and water injection.

Fighter and Air Defense Br _____
Fighter Section _____
Requirements Division _____

DECLASSIFIED

805452-1 Cont. (402 B)

DECLASSIFIED

DDO 115

8 Jan. & 20 June 1974

By A-107/96 LC Date 10-14-76

~~SECRET~~

Procurement of High Speed P-47's

AC/AS Materiel and Services
Attention: General Echols
AC/AS, Operations, Commitments and Requirements

28 Sep 1944

1
Col Offin/ek/4627

1. The Chief of Air Staff has directed immediate procurement for the U.K. of 111 P-47 airplanes modified to give 30 or 40 miles per hour more speed than the present P-47D. He suggests installing the R-2800C engine in these airplanes and further states that this is a matter of urgency and takes priority over the P-47N project.

2. If immediate installation of the R-2800C engine in the P-47D is not practicable, it is suggested that consideration be given to adapting the P-47N for this purpose. If P-47D wings on the P-47N fuselage do not provide a practicable solution, it is suggested that the P-47N with all drop tank fittings be considered for effecting this directive. It is further suggested, as an interim measure, that investigation be made of speeds and ranges attainable in the P-47D series by removal of drop tank fittings and use of 145 grade fuel with water injection.

3. Request that this Office be informed of the action being taken and probable delivery date for these airplanes.

Requirements Division, _____

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

~~SECRET~~

one #12

RELAYED

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000 l/s
8 Jan. & 20 June 1974
NSA/CSS/JC, Date 10-14-76

2 October 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF

Subject: Steps taken to Institute P-47J Project.

1. General Spaatz has indicated, due to the operation of the German jet airplanes, an urgent requirement for a fighter with considerable more speed than our present fighters in operation in Europe. The P-50 of course is the airplane. Quantity production of the P-50, however, is too far in the future to assist General Spaatz in the problem with which he is currently faced.

2. As a result of the above situation the Chief of Air Staff issued a directive to the AC/AS CGMR on 28 September to provide 111 P-47 airplanes to the UK, so modified as to give 30 or 40 miles more speed than the present P-47B. Copy of this directive is attached.

3. On the same date, 28 September, this office complied with the directive of the Chief of the Air Staff and sent a directive to AC/AS Material and Services. A copy of this directive is attached.

4. On 29 September AC/AS Material and Services issued a directive to the Director of the Air Technical Services Command concerning this project. A copy of this directive is attached.

152 / Eng
(402) B

3 Incls.

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

RELAYED

452 / Eng (402) B

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DECLASSIFIED

DECLASSIFIED

000 hrs

8 Jan. & 20 June 1974

By 200186 JG Date 10-14-74

Directive to Provide 111 P-47 Airplanes

Chief of Air Staff

Asst C/AS, Operations, Commitments and Requirements

Col Helleway:ajp

2

72429

1. P-47's to fulfill directive of Comment 1 will have the following characteristics:

- a. P-47D wings on P-47N fuselage.
- b. R-2800C engine and GH-5 turbo supercharger.
- c. Six guns and one belly tank.
- d. 370 gallons internal and 110 gallons belly fuel capacity.
- e. Speed: Approximately 470 m.p.h. at 33,000 feet under war emergency rating of 2800 H.P.
- f. Tactical radius: 400 miles.

2. Expected production deliveries will be 75 in October and 45 in early November.

3. Production losses of present program estimated 50 P-47D's; no loss for P-47N's.

4. Directive to accomplish above has been issued to Air Technical Service Command by Asst C/AS, Material and Services. It has been further directed that speed and range tests be conducted of present P-47D series with drop tank fittings removed and with use of 145 grade fuel and water injection.

Fighter & Air Defense Br _____
Fighter Section _____
Requirements Division _____

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

43-21 Eng

(202)

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43-21 Eng (42)

~~SECRET~~

Directive to Provide 111 P-47 Airplanes.

AC/AS, Operations, Commitments and Requirements

28 Sept 1944

1

Chief of Air Staff

1. Take immediate steps to provide 111 P-47 airplanes to the U. K. These airplanes should be so modified as to give 30 or 40 miles per hour more speed than the present P-47D. It is suggested that the R 2800 C engine be considered for installation in these airplanes.
2. This is a matter of urgency and takes priority over the P-47H project.
3. Advise me when delivery of these airplanes can be expected.

Signed

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

452-1
Eng
402

UNCLASSIFIED
28 SEP 1944
AG

~~SECRET~~

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AS 452-1 Eng 402

DECLASSIFIED

000 hrs

8 Jan. & 29 June 1974

By: ALC/RS, JC, Date: 10/11/74

SECRET
UNCLASSIFIED

Col Holloway:ajp 73420
AFRAD:J
(Written 25 Sept 44)

SECRET	
By Approval of	General
The Commanding General	
Army Air Forces	
DATE	INITIALS

Air Chief Marshal Sir Charles Portal
GCB, DSO, MC
Chief of the Air Staff
Air Ministry
Whitehall, London SW1

My dear Portal:

Members of this Headquarters have had the pleasure of examining the mock-up of the Hornet aircraft and of discussing the design in detail with the de Havilland Aircraft Company and with Sir Rufe Serley of the Ministry of Aircraft Production. We feel that both de Havilland and the Ministry of Aircraft Production are to be complimented on what appears to be a very excellent aircraft.

With regard to the suggestion that the Hornet be produced in this country, we doubt the advisability of such a course. We have long admired the British ability to fabricate wooden structures and have come to the conclusion that this skill is the result of a craftsman type of wood worker not generally found in the United States. We are convinced that metal is the American medium, lending itself as it does to our mass production methods. In view of our limited wood working facilities and talent and in view of the time we would require to train an adequate number of craftsmen in the art of wood construction, it is feared that it would not be possible for us to produce a sufficient number of Hornets to have any appreciable effect upon the war.

For the above reasons and because the greater general knowledge of wooden aircraft construction currently is in the United Kingdom, it is suggested that the Hornet can be more rapidly and more properly produced in your country than in the United States.

Sincerely,

H. H. Arnold

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

AFRAD

AFHQ

AFHQ

SECRET
UNCLASSIFIED

45-216-200-101

*disp for Gen A's
off by ATC*

*file
9/28/44
715*

825432/eng (101) X/AS



HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

ATTENTION:

[Handwritten signature]

12 December 1944

MEMORANDUM FOR THE RECORD:

1. Air Vice Marshal Mamsell visited me this morning on the subject of a paper to be presented before the SAE in January. He showed me a cable from the Chief of the Air Staff, Sir Charles Portal, which indicated that the latter felt that this Headquarters, and in particular General Echols, believed the time for a paper on jet propulsion to be presented was propitious.

2. I informed Air Vice Marshal Mamsell that General Arnold did not desire to be placed in the position of disapproving a British paper on jet propulsion; nor did he desire to appear to be urging its presentation. Air Vice Marshal Mamsell informed me that he felt that the Chief of the Air Staff was reluctant to have an authoritative British paper on jet propulsion submitted at this time. I told him that I felt that General Arnold did not desire to propose at this time a change in the agreement between the Chief of the Air Staff and himself.

3. Mr. Gregory, President of the Ranger Aircraft Company, has been the liaison in this country between the SAE and the British. As Mr. Gregory was scheduled to see Air Vice Marshal Mamsell regarding the jet paper tomorrow, I stated that I would call Mr. Gregory and give him the AAF stand on the question. This I did, telling Mr. Gregory that at the present time General Arnold did not deem it advisable to open up technical discussions on jet propulsion outside current limitations on the subject, nor did he desire to have an American paper submitted at this time in view of the Chief of the Air Staff's obvious reluctance to have a British paper submitted.

4. Air Vice Marshal Mamsell and I agree that the SAE have been playing the AAF against the RAF to secure an up to date and complete discussion of jet propulsion. To this end this Headquarters and General Echols were misquoted in a cable from the SAE to London. We have suggested to Mr. Gregory that at this time it is inadvisable to go any further than the existing limitations imposed by the Arnold-Portal Agreement but that the subject might be reopened if development and the military situation warrant it at a later time.

[Handwritten signature]
W. SMITH, JR.,
Brigadier General, U. S. Army,
Deputy Chief of the Air Staff.

*File
Mar*

SAS 452-1-13-1418

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~~RELASSED~~

DECLASSIFIED

DOO hrs

8 Jan & 20 Jun 1974

By: AM / EG / AC / Daw / 10-14-76

20 September 1944.

Telephone Conversation between General Giles and Admiral Edwards.

Adm. E: ***** Your air transport business for the British in the Pacific?

Gen. G: That's something on the transfer of some C-54's to the British for the Pacific, or something else?

Adm. E: No. It's that route they want to run out there.

Gen. G: Oh, yes.

Adm. E: I sent it up to him - the British - this Air Marshal Willet. He sent it over to me and wanted to get clearance for it and I sent it up to Admiral King at Quebec. He turned it over to General Arnold for comment. He wanted to know when he could expect the comment. The British seem to be charging around on this thing.

Gen. G: Well, you should be able to get an answer, say tomorrow. I'll check up and see where it's stopped, and we should be able to give you a comment at once.

Adm. E: I think Arnold might have misplaced the thing. Admiral King kind of gave it to him up there on the 14th of September. I thought I might nudge you a bit because he might have stuck it in his pants pocket and forgot it.

Gen. G: O.K. I'll give you a call. I'll tell you what I'll do - I'll check up on this paper and either send it to you tomorrow or give you a call and let you know when you can get it.

Adm. E: No great sweat about it. I just wanted to be sure it didn't drop by the wayside.

Gen. G: O.K. How are things going?

Adm. E: Fine. Everything is doing good.

Gen. G: Well. Getting a little closer to those boys every day over there.

Adm. E: Your fellows doing a grand there. That airborne stuff is the pitch.

Gen. G: Two or three moves like that and I think we'll do a little leap-frogging right on in to the "big place".

4277
Giles
200

~~CONFIDENTIAL~~

1

452.1 6-13 (399)

~~CONFIDENTIAL~~ 20 September 1944.

Telephone Conversation between General Gilies and Admiral Edwards.

- Adm. E: ***** Your air transport business for the British in the Pacific?
- Gen. G: That's something on the transfer of some C-54's to the British for the Pacific, or something else?
- Adm. E: No. It's that route they want to run out there.
- Gen. G: Oh, yes.
- Adm. E: I sent it up to him - the British - this Air Marshal Willet. He sent it over to me and wanted to get clearance for it and I sent it up to Admiral King at Quebec. He turned it over to General Arnold for comment. He wanted to know when he could expect the comment. The British seem to be charging around on this thing.
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- Gen. G: Well. Getting a little closer to those boys every day over there.
- Adm. E: Your fellows doing a grand there. That airborne stuff is the pitch.
- Gen. G: Two or three moves like that and I think we'll do a little leap-frogging right on in to the "big place".

~~CONFIDENTIAL~~

SECRET

DECLASSIFIED

DDO 111

8 Jan 4 10 1974

By DAW/S&L/CO Date 12-14-76

21st September, 1944.

A.26,907/44.

Lieutenant General Barney M. Giles,
Chief of Air Staff,
Army Air Forces,
Washington 25, D.C.

Dear

Thank you for your letter dated the 16th of September, addressed to the Royal Air Force Delegation, in which you raised the question of the assignment of British-built aircraft, surplus to U.K. requirements, to other governments and agencies.

2. In order that reconsideration may be given to our requirements for light transport and communication aircraft from U.S. production in the light of recent developments in the European Theatre and the Quebec meeting, I have referred the question back to the Air Ministry.

3. I hope, however, to be able to reply to your letter in more detail in the near future.

Yours

R.P. WILLOCK,
Air Vice-Marshal.

SECRET

SAS 452.1807 (397)

File mt

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(397)

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DECLASSIFIED
DOD 6055.10
16 Jan 80

By: ALN/SG/DC/DA/SP-10-70

12 September 1944

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

SUBJECT: Letter to Royal Air Force Delegation Directed by
Joint Munitions Allocation Committee.

1. The J.M.A.C. at its 25th meeting on 6 September 1944 considered a letter to the R.A.F. Delegation in which the R.A.F. was requested to review their requirements for UC-45 and UC-61 airplanes since it appeared that the British had surpluses of British-built light transports which they were giving away.

2. The Air Subcommittee of the J.M.A.C. recommended that the letter be sent and signed by the Chairman of J.M.A.C. (Admiral Reeves). However the Army and Navy members of the J.M.A.C. considered that the Air Forces should send the letter and:

a. Approved the letter with a deletion of one sentence,

b. Directed that the Chairman, Joint Allocation (Air) prepare the letter for transmission by the Commanding General, Army Air Forces to the R.A.F. Delegation, forwarding a copy to the J.M.A.C.

Note: No A.A.F. member was present when this action was taken.

3. It is my belief that the J.M.A.C. exceeded its authority in directing the Commanding General, Army Air Forces to send the letter to the R.A.F. However the letter has merit and would bring the R.A.F. light transport requirements out in the open.

4. Recommendation:

That the attached letter be sent to the R.A.F. Delegation with copies to the British Air Commission and the Secretary, Joint Munitions Allocation Committee.

Signed

G. C. JAMISON
Brigadier General, U.S.A.
Alternate Chairman, Joint Allocation (Air)

1 Incl:
Draft of ltr to R.A.F.

DECLASSIFIED
SECRET

452.1 England (397)

452.1 England (397)

~~SECRET~~

DECLASSIFIED

DDO/jms

8 Jan. & 20 June 1944

By ALM/AC/IC, Date 10/14/74

MAC (Air)

OCJ:sl

72852

wtm: 12 Sep 44

16 SEP 1944

Royal Air Force Delegation
1434 - 16th Street, N. W.
Washington, D. C.

Gentlemen:

We have noted certain cases presented to the LMAA involving the assignment of British-built aircraft, surplus to U.K. requirements, to other governments and agencies. Among these aircraft are models which are supported to some extent by components on U.S. under Lend-Lease and models which are similar to U.S.-built aircraft being currently assigned to the U.K. under Lend-Lease.

Specific instances of such assignments involve the Dominie, Proctor, and Anster aircraft.

Dominie & Proctor

There have been several recent L.M.A.A. cases involving the assignments of Dominies and Proctors, including 6 Dominies to the state airlines in Angola, 4 Dominies and 1 Proctor to the Netherlands Government, 4 Dominies to Turkey, 3 Dominies to Persian State Air Line, 1 Dominie to Iceland, and 1 or 2 Proctors to Nepal. In these cases the U.S. side of L.M.A.A. has questioned the propriety of the proposed assignments but has concurred in most of them on the basis of expediency and, in some, of fait accompli.

Considering the large current assignments to the U.K. of light transport and communication aircraft based on British bids for military purposes, particularly the current assignments of W-45 and (to the Royal Navy) W-41 aircraft, it would appear that the U.K. surplus of Dominies and Proctors, which surplus is being used by the U.K. as a source of supply to satisfy requests from other governments and agencies, results from the assignment of similar aircraft from the U.S. to the U.K.

Anster

In a recent case the U.K. proposed to L.M.A.A. that 10 Ansters be assigned now and 10 more after the Liberation of Holland to the Netherlands Government. These Ansters, equipped with British Gypsy engines, are stated to be from surplus L.A.F.

However, to date 750 licensing G-300-3 engines together

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COPY TO: GEN. GILES

~~SECRET~~

MAG (Air)
GCJ:sl
72852
wtm: 12 Sep 44

RELEASER

with certain spare parts, have been shipped to the U.K. on U.S. in support of the Auster production program. A further quantity of 800 plus spares of these same engines is scheduled for production from September 1944 through December 1945 and has been tentatively assigned to the U.K. This tentative assignment was based on information received from the British Air Commission that the Auster is used for artillery observation and that the aircraft is urgently needed in the present phase of the war.

It would appear, therefore, that the R.A.F. surplus of Austers results, at least in part, from U.S. support of the Auster program. As you know, a large number of liaison type aircraft has been declared excess to the combined military requirements by Hqs, Washington.

In view of the above, it is requested that the U.S. requirements for UC-65 and UC-61 aircraft and for Lycoming 9-390-3 aircraft engines plus spares be restudied with a view toward possible downward revision. Our position in this whole matter is that the U.K. should not obtain from the U.S. for their military requirements such quantities of complete aircraft or of engines as will enable them to maintain total inventories in excess of military requirements, which in turn will permit the assignment from U.K. production of aircraft to other governments and agencies.

Your advice on this matter will be appreciated.

Respectfully yours,

Signed

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

cc: British Air Com.
J.M.A.C.

DISPATCHED
16 SEP 1944
MAG

~~SECRET~~

for H-2.1 Hughes (397)

DECLASSIFIED

TOP SECRET

1 Jan 60 Rev. 1001

REF ID: A61000

MAC (Air)
GCJ:sl
72852
wms: 12 Sep 44

16 SEP 1944

Royal Air Force Delegation
1424 - 16th Street, N. W.
Washington, D. C.

Gentlemen:

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Specific instances of such assignments involve the Dominie, Proctor, and Auster aircraft.

Dominie & Proctor

There have been several recent L.M.A.B. cases involving the assignments of Dominies and Proctors, including 6 Dominies to the state airlines in Angola, 4 Dominies and 1 Proctor to the Netherlands Government, 4 Dominies to Turkey, 3 Dominies to Persian State Air Line, 1 Dominie to Iceland, and 1 or 2 Proctors to Nepal. In these cases the U.K. side of L.M.A.B. has questioned the propriety of the proposed assignments but has concurred in most of them on the basis of expediency and, in some, of fait accompli.

Considering the large current assignments to the U.K. of light transport and communication aircraft based on British bids for military purposes, particularly the current assignments of UC-45 and (to the Royal Navy) UC-61 aircraft, it would appear that the U.K. surplus of Dominies and Proctors, which surplus is being used by the U.K. as a source of supply to satisfy requests from other governments and agencies, results from the assignment of similar aircraft from the U.S. to the U.K.

Auster

In a recent case the U.K. proposed to L.M.A.B. that 10 Austers be assigned now and 10 more after the liberation of Holland to the Netherlands Government. These Austers, equipped with British Gypsy engines, are stated to be from surplus R.A.F.

However, to date 750 Lycoming O-290-3 engines together

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See US.1 before (397)

MAC (Air)
GCJ:sl
72852
wtn: 12 Sep 44

with certain spare parts, have been shipped to the U.K. ex U.S. in support of the Auster production program. A further quantity of 800 plus spares of these same engines is scheduled for production from September 1944 through December 1945 and has been tentatively assigned to the U.K. This tentative assignment was based on information received from the British Air Commission that the Auster is used for artillery observation and that the aircraft is urgently needed in the present phase of the war.

It would appear, therefore, that the R.A.F. surplus of Austers results, at least in part, from U.S. support of the Auster program. As you know, a large number of liaison type aircraft has been declared excess to the combined military requirements by MAB, Washington.

In view of the above, it is requested that the U.K. requirements for UC-48 and UC-61 aircraft and for Lycoming O-290-3 aircraft engines plus spares be restudied with a view toward possible downward revision. Our position in this whole matter is that the U.K. should not obtain from the U.S. for their military requirements such quantities of complete aircraft or of engines as will enable them to maintain total inventories in excess of military requirements, which in turn will permit the assignment from U.K. production of aircraft to other governments and agencies.

Your advice on this matter will be appreciated.

Respectfully yours,

Signed

BARNET M. GILLES
Lieutenant General, U.S.A.
Chief of Air Staff

cc: British Air Com.
J.M.A.C.

1/28/44
16 Sep 1944

~~SECRET~~

~~CLASSIFIED~~

DECLASSIFIED

DDO ltrs.

8 Jan. & 20 June 1974

By ACN / 86 IC, Date 10-11-76

6 SEP 1944

SUBJECT: Assignment of C-54 Aircraft to the British

TO: Commanding General, Army Air Forces

1. In considering the advisability, and the reasonable possibility, of assigning C-54 aircraft to the British in the near future, appropriate evaluation of the following factors should determine the decision.

a. All aircraft, including transport type aircraft, available and to be available to U. S. Army Air Forces must be most effectively employed in a United Nations effort to defeat Germany and Japan.

b. Based upon present and future military programs and upon plans to support those programs with air transportation capacity, the principal requirements for air transportation expansion in the near future are:

- (1) Augmentation of air lift between India and China and principally between India and forward bases in China.
- (2) Further augmentation of Atlantic overseas, service in air support of the India-China military program.
- (3) A very substantial augmentation of air transportation in the Pacific area in support of the accelerated military campaign against Japan.

c. Each of these tasks readily resolves itself into the requirement for the transportation of substantial payloads over great distances. For obvious reasons, the job cannot be done with the C-47 airplanes. It could not effectively be done with the C-46 and cannot at all be done with the C-46s available to Air Transport Command. The C-69 is not service tested and there will not be enough airplanes of this type to do the job. The C-87 is not adequate for the job and future production of that type will soon be terminated. There is only one airplane available in quantity with which the job can be accomplished - the C-54.

~~SECRET~~

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

~~CLASSIFIED~~

SAS 452.1 Emg. (395)

SECRET

d. When the air transportation job to be done is measured against the availability of the only airplane which can effectively do the job, the C-54, it is readily apparent that there will be a deficiency of C-54 aircraft, at least until June 30, 1945.

e. With an established deficiency of C-54 aircraft the question quickly resolves itself: "How can we most effectively employ in the United Nations war program the C-54 aircraft which will be available for employment?" The obvious answer to that question is that the aircraft available must be utilized and employed by the organization most experienced and skilled in their operation; in no other way can maximum employment be realized.

f. The obvious operator of the C-54s is Army Air Forces, Air Transport Command, it being the only military organization with extensive experience in world operation of C-54 aircraft.

g. If all of the C-54 aircraft available to Army Air Forces should be assigned for operation to Air Transport Command, and none should be assigned to the British at this time, it is obvious that Air Transport Command may have to fulfill some air transportation requirements for the British. There is nothing either peculiar or inappropriate about that; the mission of Air Transport Command is already stated to include responsibility for air transportation for the account of other United Nations.

2. Based upon an evaluation of the factors stated, it should be concluded, and it is our recommendation, that no C-54 aircraft be presently assigned to the British for the following reasons:

a. All C-54 aircraft to be available until June 30, 1945 are already assigned to specific tasks. After providing for the accomplishment of those tasks, there are no C-54s remaining. This means that there are no aircraft of this type to assign to the British unless aircraft are removed from other specific missions for that purpose.

b. On the present basis of allocation, if any C-54 aircraft are assigned to the British, they must come directly from those assigned to Army Air Forces, Air Transport Command.

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SECRET

c. If any allocation to the British must come from Air Transport Command, there will be a consequent and direct reduction in the air transport service which Air Transport Command will be able to render. The direct effect of any diversion of C-54 aircraft would be a reduced lift available for the India-China job, for the Pacific area job, and for augmentation of the Atlantic air services supporting the India-China theater.

d. If the British should endeavor to restore a part of the reduction occasioned by transfer of C-54 aircraft, by British operation in the same area, there would be a resulting duplication and an overall lack of effectiveness.

e. It is obvious that the British cannot presently operate the C-54 airplanes as effectively as it can be operated by the U. S. Army Air Forces. It is not appropriate that at a time when there is a shortage in air logistics support and when there is already available an established organization capable of absorbing and operating all additional air units available, that we should take time from urgent tasks to "teach" another organization to do a job which is already being accomplished.

3. Aside from the purely military implications of assigning C-54 aircraft to the British, there are other potential matters of policy which should have attention.

a. We have already given consideration to the total number of aircraft of this type to be available to Army Air Forces and have assigned a task to all of such aircraft to be available, to and including June 30, 1945. If there should be further allocation to the U. S. Navy between January and June 1945, which must be admitted as a strong possibility, such allocations will represent diversions from airplanes allocated to Air Transport Command and already assigned by Air Transport Command to accomplish definite future military air transportation requirements. Any further diversion of C-54 aircraft from Army Air Forces to the Navy will serve only to accentuate an already apparent deficiency and will make even less probable the possibility of supporting an allocation to the British.

b. The Commanding General, Army Air Forces, has projected a system of military air services in continental Europe to be operated with C-54 aircraft. Due to more intensive requirements for this type of aircraft in other military operations, plans to utilize C-54s in Europe have been temporarily abandoned and service must be operated with a less effective type. The reason for this decision is lack of availability of C-54 aircraft for that job prior to June 30, 1945.

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c. It seems sensible that if the British are given allocation of C-54 aircraft, at least a portion of their allocation would be utilized for operation within Europe. If that should occur, the situation would be that the United States has not a sufficient number of aircraft of this type to perform the European operation, but does have a sufficient number to permit the British to perform the same operation; not a very logical or explainable situation.

d. It is known that the President of the United States will soon issue an Executive Order directing the War Department, insofar as it is consistent with the overall war effort, to carry U. S. civilian passengers for fares until an appropriate civil service is available and is prepared to take over this job. Every C-54 allocated to the British limits the Air Transport Command's ability to perform this service and possibly increases the potentiality of the British, through BOAC, to accomplish the same service for that nation.

e. It is of importance that American civil carriers engaged in international air commerce should have C-54 equipment as soon as it is available. Based upon the present and projected U. S. military program, it seems obvious that no C-54s can be assigned to U. S. civil carriers until after June 30, 1945.

f. Due to the rather complicated relationship between RAF Transport Command and BOAC, the assignment of C-54 aircraft to the British for airline operation would undoubtedly raise a serious question in the United States, the question being why we should be able to assign C-54 aircraft for potential British airline operation before the same aircraft are available to U. S. operators.

(Signed) H. L. GEORGE

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

~~SECRET~~

~~CONFIDENTIAL~~

DECLASSIFIED

DDO hrs.

8 Jan & 20 June 1974

By: AIC/88C LC Date: 10-12-74

Basic ltr fr Commander-in-Chief, U. S. Fleet dtd 24 Aug 44, subj: Transport Aft Requirements of Commander, Naval Forces Europe

FFI/L-18

1st Ind

AFRAL

Lt Mearns/vc/6100

HEADQUARTERS, ARMY AIR FORCES, Washington 25, D. C. 7 SEP 1944

TO: Commander-in-Chief, United States Fleet, Navy Department, Washington 25, D. C.

The Commanding General, U. S. Strategic Air Forces in Europe, has been requested to furnish three (3) C-54 and two (2) C-47 type aircraft to the Commander, Naval Forces Europe, at Pembroke, England as requested in basic letter.

For the Commanding General, Army Air Forces:

~~Signature~~

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

COPY FOR AIRMAILS

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(393)

Dispatched
7 SEP 1944
ANG

F. L. Mearns

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~~CONFIDENTIAL~~

SAS 452.1 Eng (393)

UNITED STATES FLEET
 HEADQUARTERS OF THE COMMANDER IN CHIEF
 NAVY DEPARTMENT
 WASHINGTON 25, D. C.

DECLASSIFIED
 DD Form 1300

8 Jan. & 20 June 1971

By 48 CFR 1.56(a), 1.56(b), 1.56(c), 1.56(d), 1.56(e), 1.56(f), 1.56(g), 1.56(h), 1.56(i), 1.56(j), 1.56(k), 1.56(l), 1.56(m), 1.56(n), 1.56(o), 1.56(p), 1.56(q), 1.56(r), 1.56(s), 1.56(t), 1.56(u), 1.56(v), 1.56(w), 1.56(x), 1.56(y), 1.56(z)



FFI/L-16

Serial: 02950

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

24 AUG 1944

From: Commander in Chief, United States Fleet.
To: Commanding General, United States Army Air Forces.
Subject: Transport Aircraft Requirements of Commander, Naval Forces Europe.
Reference: (a) ComNavEu conf. desp. 161633 of August, which has been passed to the office of C.G.A.A.F.

1. Commander, Naval Forces Europe has requested that five transport type aircraft, three JRB (Army C-45) and two R4D (Army C-47), be assigned to Fleet Air Wing Seven at Dunkeswell, England, to meet demands for air transportation of Navy cargo and passengers and to provide other utility services. He further states that transport requirements have been increased by the establishment of Commander, United States Bases France, and by increased activity of Commander, Amphibious Forces in the United Kingdom.

2. In the interest of avoiding duplication of air transport activities in the European Theater, a previous request of this nature was referred to Major General Giles, by memorandum, with the result that two R4D type aircraft were made available by Commander, United States Strategic Air Forces Europe, to Commander, Naval Forces Europe. Information is requested as to whether the Army Air Force can make available to Commander, Naval Forces Europe, the services of the air transport equipment requested.

3. If these aircraft are not available for assignment by the Army, the Navy is prepared to comply with the request of Commander, Naval Forces Europe.

R. S. EDWARDS,
 Chief of Staff.

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DECLASSIFIED
EOD 105
8 Jan 8 10 June 1975
By: ALC/3 (CIC) Date: 10-14-76

Allocation of Planes to the British

General Giles

6 Sep 1944

General Jamison

2 (cont.)
RMS/lg/74055

2. The above information had been communicated to Air Vice Marshal Mansell and Air Commodore Nowell by the U. S. Navy prior to receipt of Comment 1 by this office.

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

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DECLASSIFIED

DDG 103

8 Jan 6 20 June 1974

By Date

~~SECRET~~

Allocation of planes to the British

EMG:mc 3379

General Jamison

5 Sept '44

General Giles.

1

1. The British have requested that we make an allocation of C-54's to them of about 5 per month, beginning as soon as possible. They stated that the C-87's they had planned on getting from the Navy are not materializing. Will you check in with the Navy and see what can be done to give them additional C-87's, since we are not in a position to give them C-54's. Would like to have a report within the next 3 or 4 days.

~~SECRET~~

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

452.1 Eng (392)

DECLASSIFIED
5 SEP 1974
AG

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DECLASSIFIED

DOD Hqs.

8 Jan. & 20 June 1974

By: 2025 LC Data

DECLASSIFIED

AFAEP

GCJ:mec

71127

wtn: 31 Aug 44

6 SEP 1944

Air Marshal W. L. Welsh
British Joint Staff Mission
Offices of the Combined Chiefs of Staff
Washington, D. C.

Dear Freddy:

Your letter of 25 August, suggests that the review of aircraft allocations scheduled for September in CCS 495/1, amended by CCS 495/7 be postponed until November.

Since no plan for redeployment of Royal Air Force squadrons in the war against Japan after the defeat of Germany has been approved by the Combined Chiefs of Staff, I believe a review in September without such a basis for determining revised requirements would be premature.

I agree that the review should be postponed until such time as the situation has been somewhat clarified.

Yours sincerely, yours,

(Signature)

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

0251670001

6 SEP 1944

A/G

45-21 England 391

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SECRET

COPY TO:

ASAD
GEN GILES

SA 4521 England 391

COPY

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BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

DECLASSIFIED
DDO Hqs.
8 Jan. & 20 June 1974
By ALC/EG JC Date 10/1/76

Air Staff

25 August, 1944.

WLN/28/AIR

My dear Barney,

Allocation of U.S. - Produced
Combat and Transport Aircraft

C.C.S. 495/1, amended by C.C.S. 495/7, provides for a review of aircraft allocations in September 1944 in the light of the conduct of the war. If this date is to be adhered to, it will be necessary for the Air Ministry at once to prepare a statement of their requirements.

The Air Ministry consider it is a most inappropriate moment to start this work. The strategical situation is changing daily, and no-one can forecast with any confidence whether the Air Ministry's requirements during 1945 should be based primarily on the war against Germany or the war against Japan. The Air Ministry suggest that this review should be postponed until November, by which time it may be possible to formulate much clearer ideas of their 1945 requirements.

I will be glad to have your views on this suggestion.

Yours sincerely,

(S)

~~SECRET~~
W. L. Welsh,
Air Marshal.

Lieutenant General Barney M. Giles,
Chief of the Air Staff
U. S. Army Air Forces,
Room 3 E 1007
Pentagon Building

DECLASSIFIED
JCS Memo
8 Jan. 1975
By ALC/EG JC Date 10/1/76

~~SECRET~~

DECLASSIFIED
DOD IUS

8 Jan. & 20 June 1974

By 3101-36 LC Date 12-11-76

Allocation of U.S.-Produced Combat and Transport Aircraft

Chief of the Air Staff

31 August 1944

ACAS Plans

1
OCJ:mec 71127

Attached draft of letter in reply to letter above subject from Air Marshal W. L. Walsh dated 25 August 1944 prepared for Gen. Giles' signature.

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

Incl -

Draft ltr to A/M Walsh
Init ltr from A/M Walsh
dtd 25 Aug abv subj

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AFAEP GCJ/mec 71127
31 Aug. 44

DECLASSIFIED

DDO IRS

8 Jan & 20 June 1974

By LC Date

~~SECRET~~

6 SEP 1944

Air Marshal W. L. Walsh
British Joint Staff Mission
Offices of the Combined Chiefs of Staff
Washington, D. C.

Dear Freddie:

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Sincerely yours,

~~SECRET~~

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

Unrepeated
6 SEP 1944
AGG

Copy for Gen. Giles

~~SECRET~~

452.1 England

391

DECLASSIFIED

DDO HRS

8 Jan 6 80 Juru 1974

By ALU 4266 L.O. Date 10-14-76



30 AUG 1944

Air Marshal W. L. Walsh
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D.C.

Dear Freddie:

Your letter of August 15 with reference to the A-26 aircraft equipped with bombardier noses has just been handed to me upon my return from a recent trip.

I find that no production articles of the A-26C have as yet been delivered and as this model has not undergone service tests, it is impossible at this time to determine what quantities of this model may be available in the future.

It is hoped that more information will be available at the time the allocations for 1945 will be reviewed and that it will be possible at that time to determine if your request can be met.

Sincerely yours,

Handwritten initials

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

Handwritten: Lab 452.1 Eng. (390)

Handwritten: x 100
P... 13014

DECLASSIFIED

DISPATCHED
30 AUG 1944
AWG

Handwritten: Office of signature

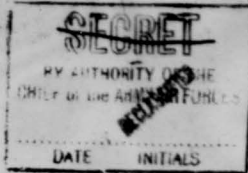
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DECLASSIFIED

DUO #15

8 Jan & 20 June 1974

By PLM/SG/SC/Dale JP 74-74



30 AUG 1944

Air Marshal W. L. Welsh
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D.C.

Dear Freddie:

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Sincerely yours,

~~SECRET~~
BARRY M. GILES,
Lieutenant General, U.S. Army,
Deputy Commander, Army Air Forces.

DECLASSIFIED

30 AUG 1944

AG

DECLASSIFIED

SAS

~~SECRET~~

DECLASSIFIED

DDO (R)

8 Jan. & 20 June 1974

By ALJ/BC / JC, Date 12-14-76

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

Air Staff

15th August, 1944.

My dear Barney,

You will remember at the last aircraft allocations discussions we had to leave open the question of light bomber allocations for the first half of 1945 owing to the uncertainty surrounding the A.26, and it was agreed to allot us 100 Mitchells and an additional 380 twin engined light bombers of a type to be decided later.

The Air Ministry are anxious to know how the A.26 with bombardier nose is progressing.

I would be grateful for any information you can give me of the present position and future prospects of this type.

Yours sincerely,

(signed) Freddie

W. L. Welsh,
Air Marshal.

Lieutenant General Barney M. Giles,
Chief of the Air Staff,
U.S. Army Air Forces,
Room 3-E-1007,
Pentagon Building.

~~SECRET~~

~~SECRET~~

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DECLASSIFIED

DOD Irs

8 Jan. & 20 June 1974

By ALN / SC LC Data 10-74-74

~~SECRET~~

21 August 1944

MEMORANDUM FOR BRIG. GENERAL DONALD WILSON:

SUBJECT: A-26 Aircraft

1. Attached hereto is a letter to Air Marshal W. L. Walsh, British Joint Staff Mission, Combined Chiefs of Staff, for your signature. This is in reply to his letter of 15 August 1944, requesting information on A-26 aircraft.

(Signed) E. M. Powers

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

~~SECRET~~

452.1 Emg (390)

~~SECRET~~

AFRAL
Lt Col Elliott/jis/6676
Wrtas 4 August 1944

DECLASSIFIED
DOD 102

8 Jan & 29 June 1974

By DA/AF/AG DC Date 11-74

Reference: A.20,576/42

~~SECRET~~
By Authority
The Commanding General
Army Air Forces
Date 4 Aug 44 Initials WAD

11 AUG 1944

Air Vice Marshal R. P. Willock
Royal Air Force Delegation
1424 Sixteenth Street, N. W.
Washington, D. C.

Dear Air Vice Marshal Willock:

The matter of exchanging the twenty (20) B-17's for an equal number of B-24's, outlined in your letter of 1 August 1944, is accepted. Your revised allocations, in accordance therewith, are being processed by the Munitions Assignments Committee (Air).

The eighteen (18) sets of AR/APS/15, also requested in your letter, will be made available to you in replacement for like sets contained in eighteen (18) of the B-17's mentioned above.

Yours sincerely,

~~SIGNS~~

DONALD WILSON,
Brigadier General, U.S.A.
Chief of Air Staff.

11 AUG 1944
AGG

COPY FOR SECRETARY AIR STAFF

~~SECRET~~

SP 452.1 Eng. (388) a
WAD
805 452.1 Eng. (388) a

Telephone Number 9000

~~SECRET~~

DECLASSIFIED

DDO 105
8 Jan. & 20 June 1974

Box 722
Benjamin Franklin Station
Washington, D. C.

~~SECRET~~
EIGHTH AIR FORCE HEADQUARTERS

Please Address Reply to:

~~SECRET~~

1st August 1944

Casting Reference: A.20,576/41

Brigadier General Donald Wilson
Acting Chief of Air Staff
Pentagon Building

DECLASSIFIED
JCS Memo
2 Jan. 1975
By: ab/LC; Date: 1/2/76

Dear General -

Thank you for your letter dated 30th July 1944, in which you accept our offer to exchange 20 B-17's for an equal number of B-24's.

2. Air Ministry has requested that such exchange be carried out in the following manner: -

(1) Source of the 20 B-17's to be exchanged.

- (a) 13 (from first half of 1944 allocations) now in U.S. fitted AR/APR/15. These could be handed over to the Eighth Air Force forthwith.
- (b) 5 (from second half of 1944 allocations) now in USA undergoing fitment with AR/APR/15. These could be handed over to the U.S.A.A.F. in U.S.A. as soon as notified.
- (c) 2 (from second half of 1944 allocations) not yet delivered but forming part of our scheduled deliveries for August. These could be deducted from our forecast deliveries for that month.

TOTAL: 20

(11) 20 B-24's in replacement.

These to be delivered to us during December 1944 so that they fall into the end of our current Liberator modification programme at Louisville.

3. The practical effect of paragraph 2(1) to our 1944 Fortresses allocations would entail a reduction to the following: -

	Delivered to US Army '44	July	Aug	Sept	Oct	Nov	Dec	TOTAL
B-17	17	5		5	5	10	-	42

~~SECRET~~

SECRET

DECLASSIFIED

DDO US

8 Jan & 20 June 1974

By _____

LC Date _____

4. The practical effect of paragraph 2 (AA) to our 1944 Liberators allocations would be an increase to the following :-

Delivered to <u>22 June '44</u>	<u>July</u>	<u>Aug</u>	<u>Sept</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>TOTAL</u>	
R.24	400	90	90	80	80	80	100	980

5. Since we release to the U.S.A.A.F. under the above arrangement 10 R.17's fitted with AB/AP2/15, we request that a compensatory assignment of a further 10 sets AB/AP2/15 be made to us to enable fitment to the R.24's in replacement.

6. It is requested that you will kindly approve the exchange of aircraft as indicated above and the compensatory allocation of 10 sets of AB/AP2/15.

7. Your early notification would be appreciated as Air Ministry are awaiting our instructions regarding the 13 R.17's in U.K.

Yours sincerely,

/s/ R. W. Millock

Air-Vice-Marshal

SECRET

DECLASSIFIED

GROUP 1

1 Jan & 10 June 1974

By 11707 SED/JAC Date 10-24-74

~~SECRET~~

Exchange of 20 B-17's for Equal Number of B-24's

5 AUG 1944

Secretary of Air Staff

AC/AS, Operations, Commitments & Requirements

RAE/jit/6676

1

The attached letter to Air Vice Marshal R. P. Willock, RAF Delegation, in reply to his letter of 1 August 1944, to General Wilson, concerning the above subject, is forwarded for signature.

1 Attach
Ltr as indicated abv

~~SECRET~~
H. A. Craig
Major General, U. S. Army
Assistant Secretary of Air Staff
Operations, Commitments & Requirements

2

~~SECRET~~

~~SECRET~~

~~SECRET~~
~~DECLASSIFIED~~

DECLASSIFIED

DD FORM

1 Jan. & 20 June 1974

AFRAL

OWY/1m/74381

Rm 3D 1036

Wrtm: 5 Aug 1944

~~SECRET~~
By Authority of
The Commanding General
Army Air Forces
7 Aug 44
Initials

Reference: L.20,603/43/II.

12 Aug. 44

Air Vice Marshal R. P. Willock
Royal Air Forces Delegation
1124 Sixteenth Street, N. W.
Washington, D. C.

Dear Air Vice Marshal Willock:

I have received your letter of 2 August concerning the proposed adjustment of your P-51 allocations. We have again looked into this matter and I am assured that arrangements have proceeded so far that it would not be practicable to change the delivery schedule at this time.

With reference to your shipping difficulties, I do not see that it would be a great problem for you to divert the necessary tonnage to Casablanca. However, if you cannot move these aircraft as required, I am sure our shipping people will do everything possible to assist you in this matter.

Yours sincerely,

DONALD WILSON
Brigadier General, U. S. A.
Acting Chief of Air Staff

Lisp(Stokel)
12 AUG1944
AWG

CY FOR
SAS 45211 England
389

AFRAL

AFROM

AFOCR

AFAEP

Copy for Sec. Mr. [unclear]
SAS 452.1 England

~~SECRET~~

389

DECLASSIFIED

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

2nd August 1944.

A.20,603/43/II.

DECLASSIFIED

For

RC memo 2 Dec 75

4/1/10 Date 1/4/10

Brigadier General Donald Wilson,
Acting Chief of the Air Staff,
Room 3-B-1019, Pentagon Building.

Dear

With reference to paragraph 3 of your letter dated July 30th, I am sorry to hear that you consider that the production line of P.51's has progressed to such an extent that it is impracticable for you to accept our offer of 90 P.51's from our allocation. I feel that the difficulties which you mention may have been over-emphasised, and that they could be overcome, especially in view of your urgent need of these aircraft at this time.

2. Moreover, the reversion to the original schedule of deliveries has placed us in an awkward position. In order to meet General Giles' request it was necessary for us to take immediate action to stop shipment of Mustang aircraft to M.A.A.F. This we did on receipt of verbal confirmation that the proposed adjusted allocation as suggested by General Giles, and outlined in our letter of July 19th, was acceptable to you. Our present shipping arrangements to M.A.A.F. are based on the assumption that no P.51's would be shipped during July, August and September and that the additional P.51's in payment of our loan to you would come up for shipment during October and November. If therefore you are unable to accept the 90 P.51's as offered, we shall have to ask you to provide shipment for these aircraft to M.A.A.F. as there are no British opportunities to Casablanca.

3. Will you therefore be kind enough to give this matter further consideration.

Yours

(Sgd.) R. P. WILLOCK.

R.P. Willock.
Air Vice-Marshal.

SAS 452.1 England

DECLASSIFIED

DD FORM

1 Jan 5 2010

By / /

DECLASSIFIED

Proposed Adjustment of P-51 Allocations

Secretary of Air Staff

8 AUG 1944

AC/AS, Operations, Commitments & Requirements

OWI/jit/74361

1

The attached letter to Air Vice Marshal R. P. Willock, RAF Delegation, in reply to his letter of 2 August 1944 to General Wilson, concerning the above subject, is forwarded for signature.

1 Attach
Ltr as indicated abv

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

DECLASSIFIED

DECLASSIFIED

SECRET

DECLASSIFIED

DDO 105

8 Jan 6 20 June 1974

By: [signature]

AFRAL

GWY/lm/74381

Rm 3D 1036

Wrtn: 5 Aug 1944

SECRET

SECRET

By Authority of
The Commanding General
Army Air Force

7 Aug 44 NPP

Reference: I.20,603/43/II.

12 Aug. 1944

Air Vice Marshal R. P. Willock
Royal Air Force Delegation
1424 Sixteenth Street, N. W.
Washington, D. C.

Dear Air Vice Marshal Willock:

I have received your letter of 2 August concerning the proposed adjustment of your P-51 allocations. We have again looked into this matter and I am assured that arrangements have proceeded so far that it would not be practicable to change the delivery schedule at this time.

With reference to your shipping difficulties, I do not see that it would be a great problem for you to divert the necessary tonnage to Casablanca. However, if you cannot move these aircraft as required, I am sure our shipping people will do everything possible to assist you in this matter.

Yours sincerely,

DONALD WILSON
Brigadier General, U. S. A.
Acting Chief of Air Staff.

Listed

12 AUG 1944

417

AFRAL

AFROM

AFOCR

AFAPF

SECRET

SECRET

CY FOR GEN. WILSON

DECLASSIFIED

GROUP 1
EXCLUDED FROM AUTOMATIC
DOWNGRADING AND
DECLASSIFICATION

16 APR 76

~~SECRET~~

Exchange of 20 B-17's for Equal Number of B-24's

Secretary of Air Staff

AC/AS, Operations, Commitments & Requirements

RAE/jit/6676

1

The attached letter to Air Vice Marshal R. P. Millock, RAF Delegation, in reply to his letter of 1 August 1944, to General Wilson, concerning the above subject, is forwarded for signature.

1 Attach
Ltr as indicated abv

and
Major Gen. H.C. Craig

SAS 452.1 Eng
(378)

~~SECRET~~

SAS 452.1 Eng *(288)*

SECRET

RECLASSIFIED

DECLASSIFIED
GPO 75
8 Jan 4 23 Jan 1978
By SAIC (R) JC [unclear]

AFAPF
HVB:mec
71127
wtn: 17 Jul 44

Rewritten
FEO:bjy SAS
19 July 44

31 JUL 1944

Air Vice-Marshal R. P. Willock
Royal Air Force Delegation
1424 Sixteenth Street, N. W.
Washington, D. C.

Dear Air Vice-Marshal Willock:

In the temporary absence of General Giles, I am replying to your letter of 11 July, and I am indeed sorry to hear that Mosquito production is not up to expectation.

We are still very anxious to have the sixty (60) extra Mosquito aircraft requested, and hope that your production difficulties are overcome in the very near future in order that these sixty (60) extra airplanes may be made available to us.

Yours sincerely,

DONALD WILSON
Brigadier General, U. S. Army,
Acting Chief of Air Staff.

*5
4521
Aug
302*

DISPATCHED
21 JUL 1944
AAG

COPY-SECRETARY TO AIR STAFF OFFICE

SECRET

454521 Aug 326

~~SECRET~~

DECLASSIFIED

DDO #75

8 Jan. & 20 June 1974

By 3177/66 LC Date 07-19-76

ROYAL AIR FORCE DELEGATION

11 July 1944

A.20887/41 (III)

Lieutenant General Barney M. Giles
Deputy Chief of Air Staff
Army Air Forces
Room 3 E 1007
Pentagon Building

Dear General:

With reference to Air Marshal Welsh's letter to you dated 21st June in connection with Mosquito aircraft for the Army Air Forces. Unfortunately we are at present having production difficulties with the Mosquito night fighter and recently many aircraft have failed to pass flight test. Until a solution to the present trouble is found, no regular flow to the Services can be expected, nor can any reliable estimate of availability be given. The Air C-in-C, MAAF, will however be supplied with an estimated rate of delivery of Mosquito night fighter aircraft to his theatre as soon as possible after present difficulties have been overcome and he will then be in a position to provide you with the schedule of re-equipment of USAAF squadrons which you require.

Regarding your bid for 60 extra aircraft, Spaats has submitted a similar request to the C/AS who has replied that the entire Mosquito night fighter production is already fully committed and that, in view of the production difficulties already referred to and our new commitment for our night fighter squadrons in connection with the flying bomb, he is unable to meet this new request.

I very much regret that at the present moment we are unable to do more to meet your requirements, but I feel sure you will appreciate the position.

Yours sincerely

(S) R. P. Willcock

R. P. Willcock
Air Vice-Marshal.

SAS 452-1 Envy (386)

~~SECRET~~

DECLASSIFIED

DDO ltr

8 Dec 4 30 June 1974

ALM/EG JG Date 10-14-76

~~SECRET~~

Mosquito Aircraft for the Army Air Forces

Chief of the Air Staff

17 July 1944

ACAS Plans

1

EVW:mec 71127

Reference letter of 11 July on above subject from Air Vice Marshal
R. P. Willcock, attached draft of reply prepared for Gen. Wilson's signature.

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

Incl - orig ltr from
A/VN Willcock 11 Jul 44;
draft ltr in reply for Gen.
Wilson's signature.

~~SECRET~~

CONFIDENTIAL

HEADQUARTERS ARMY AIR FORCES

DECLASS. 3

Doc. 47

8 Jan. & 20 June 1974

By: 20610 Date: 10-11-74

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Lend-Lease Aircraft Assigned to British

TO: Deputy Chief of Air Staff, General Timberlake

FROM: The Air Inspector

DATE 7 July 1944

COMMENT NO. 1
(OR) JFRS/pdh/74364

1. With reference to the attached memorandum, Colonel Bergquist, Executive Officer, O. C. & R., states that the report of General Alexander related to lend-lease aircraft assigned to the British at Nassau (not Natal). He confirmed, in general, the allegations set forth in the original memorandum and said that, in addition, the British are charged with destroying good aircraft for the purpose of securing material for class rooms.
2. The information was apparently given to General Alexander by civilian personnel (manufacturers' representatives) returning from Nassau. From this, it is not unreasonable to conclude that it will find its way to Congressional sources.
3. The original letter from General Alexander to General George was presented to General Arnold by General Craig. It is reported that General Arnold kept the letter, saying that he would handle the matter personally.
4. Under these conditions no further action is being taken by this office unless you so direct.

MSS
 MAX F. SCHNEIDER,
 Colonel, A. C.,
 Acting The Air Inspector.

✓
 1 Att
 Memo for Col Schneider, dtd 13 June 44

SC-2601

no further action

[Signature]

10 July

SAS 4521 England 385

File per DAS

[Signature]

CONFIDENTIAL

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

CONFIDENTIAL



ATTENTION:

**HEADQUARTERS, ARMY AIR FORCES
WASHINGTON**

DECLASSIFIED
DD FORM 1

1 JUN 1974

By AW/SG, JC, DMC / 18-14-74

13 June 1944

MEMORANDUM FOR COLONEL SCHNEIDER:

1. In the course of a telephone conversation between Colonel Harris of this office and Lt. Colonel F. W. Kendall, Field Air Inspector at Tampa, the latter stated that he had been informed by General Alexander while at Morrison Field on a recent inspection trip that General Alexander had received some adverse reports on American aircraft transferred to the British under Lend-Lease.
2. According to Colonel Kendall, these reports emanate from a South American Base (possibly Natal) and are to the effect that there is a lack of salvage and lack of adequate protection for this aircraft which are turned over to the British either for training purposes or delivery to U.K. The majority are in transit across the water and for a variety of reasons it appears that they were allowed to remain in a parking area without maintenance or care of any kind or without adequate protection against theft and deterioration from the weather. These planes are equipped not only with expensive armament but also with radar and expensive navigation instruments.
3. It is reported further that if a plane which is used for training purposes crashes, no effort is made to salvage any of the parts as the British find it cheaper and less troublesome to requisition either a new plane or new parts and have the same shipped direct. Colonel Kendall quoted the case of a recent aircraft which was wrecked not far from the flying field, stating that no effort had been made to retrieve a \$4,000.00 machine gun and other equipment which had not been damaged.
4. According to Colonel Kendall, a full report on this matter, embodying some four or five pages, has been sent by General Alexander to the Commanding General, Air Transport Command for information and suitable action. Colonel Kendall feels however that you should be aware of the contents of this letter as the matter is obviously "hot" and further because there seems to be some suspicion on the part of General Alexander that the Air Transport Command may consider it expedient to bury the report in their files without acting.
5. It is suggested that you may desire to call upon the Commanding General, Air Transport Command, for a copy of General Alexander's report so as to be familiar with the contents should an inquiry be directed to this office from other sources.

CONFIDENTIAL

J. E. H.
JOHN E. HARRIS,
Colonel, Air Corps.

SAS 452.1 England

385

~~SECRET~~

DECLASSIFIED

DECLASSIFIED
DDO 162

8 Jan. & 30 June 1974

By: [unclear] R. G. [unclear] Date: [unclear] 74

TO: Asst. Chief of Air Staff, Plans (Attn: Major R.M. Smith)
FROM: Secretary of Air Staff

Date: 15 Jul 44
Comment No. 2
TAF:JB 5789

The records indicate that the Memorandum referred to dated 7 July 44 was prepared in your office.

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

SAS 4021 Eng. (382) 2

Handwritten:
10-11-44

Dispatched
10 JUL 1944
AGG

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

~~SECRET~~

SAS 4021 Eng. (382)

~~SECRET~~

DECLASSIFIED

DDI 105

8 Jan 63 20 June 1974

By ALN/RS/SC Date 10-14-76

RELEASED

F-51B Schedule of Delivery to the United Kingdom

Deputy Chief of Air Staff

11 Jul 44

AG/AS, HNSD, Aircraft Distribution Control Branch, Central
Office. Major J.S. Hoover/SA/ 74323

1

The schedule of deliveries of F-51B aircraft for the United Kingdom during the period July through December 1944, have been amended in accordance with your memorandum of 7 July 1944.

O. W. NEWELL, JR.
Lt. Colonel, Air Corps
Chief, Aircraft Distribution
Control Branch, Central Office
AG/AS, H. H. & D.

RELEASED

~~SECRET~~

S 45 452.1 Enc (302) B

DECLASSIFIED

DOO hrs

8 Jan 8 20 June 1974

By *ALC* / *RC* AC Date *10-1-76*

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SECRET

SUBJECT: P-51D Schedule of Delivery to the United Kingdom

TO: AC/AS, Plans, Logistics Division, Attention: Major Smith DATE 11 Jul 44

FROM: AC/AS, ~~MM&D~~, Aircraft Distribution Control Branch, Control Office. COMMENT NO. 1
Major J.S. Hoover/gj/74323 *gj*

1. In accordance with your request, there is returned to you herewith memorandum dated 5 July 1944, subject as above. It is understood this memorandum is superseded by memorandum of same subject dated 7 July 1944, which has been received by this office.

C. W. Newhall Jr.

C. W. NEWHALL, JR.
Lt. Colonel, Air Corps
Chief, Aircraft Distribution
Control Branch, Control Office
AC/AS, M. M. & D.

Incl
EPC 990

TO: Deputy Chief of the Air Staff, Brig. Gen. P.W. Timberlake DATE: 13 July 1944

FROM: ACAS Plans, Logistical Plans Division Comment No. 2
HVB:mec 74055

For information and disposal.

H. V. Bastin, Lt Col ac

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

Incl n/c

sc-2997

14 July 44 File in AFSAS. 978 Gray

File 14 July 44

SECRET

SAS 452.1 Emg. (382)

SAS 452.1 Emg. (382)

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

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

SECRET

BY AUTHORITY OF
CHIEF of the ARMY AIR FORCES

30 Jun 44
DATE INITIALS

**FOR VICTORY
BUY
UNITED STATES
WAR
BONDS
AND
STAMPS**

ATTENTION:

DECLASSIFIED

DDO R/S

8 Jan. & 23 June 1974

By SP-1 / AGC-10 / Date 12-14-76

5 JUL 1944

11

MEMORANDUM FOR ASSISTANT CHIEF OF AIR STAFF, MATERIEL,
MAINTENANCE & DISTRIBUTION:

Subject: P-51D Schedule of Delivery to the U.K.

1. The Chief of the Air Staff has agreed to the scheduling of delivery to the U.K. of P-51D aircraft as follows, with a corresponding decrease in P-51C:

		<u>1944</u>			
<u>July</u>	<u>Aug.</u>	<u>Sept</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>
10	10	10	100	100	100
		70	80	80	80

2. It is desired that action be taken to effect the above change.

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

Copy to:
ACAS OC&R

Superseded by memo. eqd. by dep c of a 57 July 44 to m. m. 44

di 15519

SECRET

PH
70

DECLASSIFIED
DD Form
6 Jan & 20 June 1974
By LC Date

DECLASSIFIED

AFAEP
NMS:ms
71127
wtn: 6

~~SECRET~~
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES
INITIALS

7 JUL 1944

MEMORANDUM FOR ASSISTANT CHIEF OF AIR STAFF, MATERIEL,
MAINTENANCE & DISTRIBUTION:

Subject: P-51D Schedule of Delivery to the U.K.

1. The Chief of the Air Staff has agreed to the scheduling of delivery to the U.K. of P-51D aircraft as follows, with a corresponding decrease in P-51C:

1944

<u>July</u>	<u>Aug.</u>	<u>Sept</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>
10	10	10	80	80	80

2. It is desired that action be taken to effect the above change.

Copy to:
AGAS OCSr

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

DISPATCHED
7 JUL 1944
AGG

Supersedes memo same subj 5 July

DECLASSIFIED
SECRET

COPY TO: S/AS

SA 4521 England (382) B

File it
548 4521 England (382) 6

~~CONFIDENTIAL~~

DECLASSIFIED

DOD ltrs.

8 Jan. & 20 June 1974

By ALW / 86 JC, Date 10-11-76

PARAPHRASED COPY OF OUTGOING CONFIDENTIAL CABLE TO COMMANDING GENERAL, MATERIEL COMMAND, WRIGHT FIELD, DAYTON, OHIO ON 19 JUNE 1944 BY COLONEL SESSUMS.

Number: WAR 52863

In authorizing Materiel Command pilots to deliver long range Spitfire airplanes to UK, General Giles is not relieving the Air Transport Command of their responsibility for seeing that the planes are safely delivered. Stops enroute, the exact route, mother ship, etc. are the responsibility of General George. The Materiel Command or Materiel Command pilots will not use this trip as an excuse to visit bases not on the desired route of the Air Transport Command while delivering these airplanes. AAF Regulation 55-14 applies in this case and General Giles has personally reiterated this today.

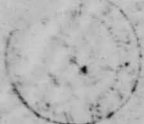
Signed Arnold

Letter by Col Parker

File and 6/23/44

AGS 452.1 England (380)

RECEIVED
MATERIEL COMMAND
WRIGHT FIELD
OHIO



WASS 44

~~CONFIDENTIAL~~

8AS 452.1 England (380)

SAVE

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

CONFIDENTIAL



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

DECLASSIFIED

DECLASSIFIED

DOD Hqs

8 Jan & 20 June 1974

By: AL/SG LC, Date: 10/14/74

AFATC/OPS/REF/JDWL/ock
12 June 1944

SUBJECT: "Status of Spitfire IX Range Extension Project

TO: Commanding General, Army Air Forces, Washington 25, D.C.
Attn: Chief of the Air Staff

1. This headquarters has been informed that Spitfire MK-210 suffered a group 2 takeoff accident at EWS, Greenland. Major damage was caused the plane by a belly landing when engine cut out on takeoff. The pilot was uninjured. B-25 airplane that is convoying this aircraft is proceeding to the United Kingdom to pick up parts and ferry them back to EWS where repairs will be made. At present this headquarters has no estimate of the time necessary for repair.

2. You will be further informed upon receipt of full information.

3. The second Spitfire on this project is estimated to be ready at Wright Field about 17 June 1944.

For the Commanding General:

Harold R. Harris

HAROLD R. HARRIS
Colonel, CSC
Asst. Chief of Staff
Operations

App'd 4521 Eng. (328)

*Noted by C/AS
File
WMAH*

DECLASSIFIED

4521 Eng. (328)
CONFIDENTIAL

ADDRESS REPLY TO:
COMMANDING GENERAL
AAF AIR TRANSPORT COMMAND
WAR DEPARTMENT
WASHINGTON, D. C.

~~CONFIDENTIAL~~

ARMY AIR FORCES
HEADQUARTERS AIR TRANSPORT COMMAND
OFFICE OF THE COMMANDING GENERAL
WASHINGTON

DECLASSIFIED

DD FORM 1

8 Jan 4 20 June 1974

By: AIC/AG JC, Date: 11/1/74

18 June 1944

MEMORANDUM FOR GENERAL GILES

Subject: Spitfire Crack-up at BW-8

1. Referring to the Spitfire crack-up at BW-8, I understand that the plane was flown by a Major Lundquist, a Materiel Command pilot. Lundquist was the officer who did all the flight-test work at Wright Field on the long-range tank installation, and Frank Carroll says he was one of the best qualified pilots in the Division.

2. The damage caused to the airplane was not excessive, and the pilot of the convoy aircraft, as well as Lundquist, are on their way to UK to get the necessary parts to repair the airplane.

3. As far as I can determine, there is nothing in the history of the flight which indicates that the route chosen by the pilot, namely, up through the Crystals and across to BW-8, instead of going straight from Goose Bay to BW-1, was a contributing factor in the accident. The report given to Colonel Cooper, at Wright Field, indicates that the fuel pump gave way on the take-off, causing the engine failure. This could have happened on any field along our regular route.

4. After looking into this matter, it is my opinion that the second plane should be flown by a Materiel Command pilot, since they are the only ones who are familiar with that type of airplane and have had a reasonable number of hours on it. If, at this time, the Ferrying Division has to do the job, ~~over~~, the pilot certainly would have to spend 10 or 15 hours becoming acquainted with the airplane.

*Noted by
Gen. Giles.
No action
required as materiel
command pilot
will ferry the
aircraft
File*

File

44-4521 Eng. (377)

~~Handwritten signature/initials~~

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

Jah
(initials)

File 21 June 44

44-4521 Eng. (377)



~~CONFIDENTIAL~~

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

~~CONFIDENTIAL~~



ATTENTION:

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

DECLASSIFIED

000 hrs.

8 Jan. & 20 June 1974

By: ALM/RC LC, Date: 10-14-76

13 JUN 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF

SUBJECT: Return of Spitfires IX to U.K.

1. Information was received on 12 June 1944 that the first Spitfire IX, used on the range extension project, which was being ferried to the U.K., had engine failure on take-off and made a belly landing in Greenland.

2. The propeller and drop tanks were damaged; other damage is still unknown. Two men from Materiel Command are leaving today to investigate and determine action to be taken.

3. The second airplane will be ready for return to the U.K. on approximately 22 June 1944.

O P Echols

O. P. ECHOLS
Maj. General, U. S. A.
Asst. Chief of Air Staff
Materiel, Maintenance & Distribution

SC-10/3

878 452.1 Eng. (375)

*See & intyped
Dms*

*File for RAS
@ 14 June 44*

~~DECLASSIFIED~~

~~CONFIDENTIAL~~

878 452.1 Eng. (375)

CONFIDENTIAL

DECLASSIFIED

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



HEADQUARTERS, ARMY AIR FORCES

ATTENTION:

DECLASSIFIED

WASHINGTON

DDO Irs.

8 Jan. & 20 June 1974

By ALN/CG LC, Date 10-14-76

62 JUN 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF

SUBJECT: Return of Two (2) Spitfire IX's to U.K.

1. The following information is submitted as requested by penned note from General Giles on a memorandum from this office to the Deputy Chief of Air Staff dated 6 June 1944, subject, "Stability of the Spitfire IX":

a. The first Spitfire IX has been reported at the first stop on its trip across the Atlantic. The practice of delaying reports of arrivals three days prevents determining the present location; however it is understood the flight is to wait at each stop for good weather conditions, and it probably has not reached the U.K. as of this date.

b. Materiel Command expected trouble with the tail wheel, so the tail wheel from the second Spitfire IX was carried as a spare to insure the delivery of at least one airplane to the U.K. without delay.

c. Work will have to be done on the second Spitfire IX, in addition to building a tail wheel, before it will be ready for return. A Merlin 65 engine is being converted to a 66 to replace the engine that failed. This airplane should be ready for return to the U.K. with a B-25 mother ship on approximately 22 June 1944.

Handwritten notes on right margin: "SAS 452.1 Eng" and a circled "324".

SC-988

Handwritten notes: "Noted", "JWC", and "PJM" with a large checkmark.

OPE Echols
Maj. General, U. S. A.
Asst. Chief of Air Staff
Material, Maintenance & Distribution

FRAUC W. AMBERLAKE
Brigadier General, U. S. A.
Deputy Chief of Air Staff

13 June 44

DECLASSIFIED

CONFIDENTIAL

Handwritten notes: "File June 44" and "15 June 44" with a signature.

Handwritten note: "SAS 492.1 Eng" with a circled "376".

SECRET
RELASSED

AFAEP
RMS:mec
71127
wtn: 19 June 44

DECLASSIFIED
DDO Hrs.

8 Jan. & 20 June 1974
By ALM/RLC/IC Date 10-14-76

22 JUN 1944

Air Marshal W. E. Walsh
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D. C.

Dear Freddie:

This is in answer to your letters of 8 June and 13 June regarding A-20 aircraft.

Upon receipt of your first letter I asked that our requirements be recomputed in an effort to comply with your request.

This has been done, using a most optimistic attrition rate, and the final answer is that to allocate ninety (90) airplanes to the Royal Air Force will require an adjustment in our conversion program.

However, in view of the urgency of your requirements and despite the fact that to do so will necessitate changing our plans, I am prepared to support the Royal Air Force bid for ninety (90) A-20 airplanes when submitted to the Munitions Assignments Board.

Sincerely yours,

Signed

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

Handwritten: 874 4521 Eng. (373) 8

22 JUN 1944
ABJ

SECRET
RELASSED

FILE
cc

874 4521 Eng. (373) 8

SECRET

APAKP
RHS:mec
71127
vms: 19 June 44

DECLASSIFIED

200 hrs

19 Dec. 20 June 1974

By: 200 / 200 Date: 10-11-76

22 JUN 1944

Air Marshal H. L. Welsh
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D. C.

Dear Freddie:

This is in answer to your letters of 8 June and 13 June regarding A-20 aircraft.

Upon receipt of your first letter I asked that our requirements be recomputed in an effort to comply with your request.

This has been done, using a most optimistic attrition rate, and the final answer is that to allocate ninety (90) airplanes to the Royal Air Force will require an adjustment in our conversion program.

However, in view of the urgency of your requirements and despite the fact that to do so will necessitate changing our plans, I am prepared to support the Royal Air Force bid for ninety (90) A-20 airplanes when submitted to the Medium Assignments Board.

Sincerely yours,

DS-2000

22 JUN 1944
RHS

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

Handwritten: HQ 14521 Eng. (373) B

SECRET

COPY TO: S/AS 3E-1045

Handwritten: HQ 14521 Eng. (373) B

~~SECRET~~
~~SECRET~~

DECLASSIFIED
EEO 1195
1 Jan 5 20 June 1974
By: 2107/SGM JAC Date: 11/17/94

COPY

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON, D. C.

8th June 1944

~~SECRET~~

My dear Barney,

Following our talk on Tuesday when we agreed that the RAF requirement for A-20's should be dealt with separately from the allocation agreement, I am writing to reaffirm our bid for 120 A-20's in the second half of this year.

You will recall that in the light and medium bomber class our initial bid was for 240 B-24's, 150 B-25's and 120 A-26's for maintenance and re-equipment, where necessary, of 6 squadrons in UK and 9 in the Mediterranean. Since you were unable to meet the request for A-26's, we shall need 120 A-20's for continued maintenance of 3 A-20 squadrons in the Mediterranean.

I know that A-20 production is being sharply cut back and that you are not certain at present whether it will meet the attrition of the various squadrons equipped with this type but our requirement constitutes only about two weeks' production, and I hope you will be able to agree if necessary to extend production by this small amount, rather than allow seasoned operational squadrons to be disbanded for lack of equipment.

You said you would look into this matter later, and I should be glad to know in due course what you can do.

Yours sincerely,

(S)

W. L. WELSH,
Air Marshal.

Lieutenant General Barney M. Giles
Chief of the Air Staff
U. S. Army Air Forces
Room 3 E 1007
Pentagon Bldg.

~~SECRET~~
~~SECRET~~

COPY

~~SECRET~~
BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON, D. C.

DECLASSIFIED
DDO #18
8 Jan & 20 June 1974
By: 2107/66 LC, Date: 10-11-76

(wtn: Gen Jamison,
for comment,

13 June 1944

~~SECRET~~

B.M.G.)

My dear Barney,

After writing to you on 8th June, I explained the A-20 position to Courtney and asked him to examine the possibility of maintaining our A-20 squadrons with a smaller number of aircraft.

He has now informed me that the absolute minimum requirements for this type is 90 aircraft and that, in view of your difficulties, he will accept this quantity.

I hope that this reduction will allow you to meet the bid without undue interference with your production plans.

Yours sincerely,

(S)

W. L. Welsh
Air Marshal

Lieutenant General Barney M. Giles
Chief of the Air Staff
U. S. Army Air Forces
Room 3 E 1007
Pentagon Bldg.

~~SECRET~~

~~SECRET~~

DECLASSIFIED
DDI ltr
8 Jan. & 20 June 1974
By 2024/NSG/IC, Date 10-14-76

A-20 Aircraft for the Royal Air Force

Chief of the Air Staff

19 June 1944

AGAS Plans

1

RMS:msc 71127

Attached draft of letter to Air Marshal W. L. Walsh prepared
for Gen Giles' signature.

G. C. JAMISON,
Brigadier General, U. S. A.,
Acting Asst. Chief of Air Staff, Plans.

Incl -
Draft ltr to A/M Walsh,
Ltr 8 June 44 and 13
June frn A/M Walsh

~~SECRET~~

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~~RELEASABLE~~

DECLASSIFIED

DD Form 1

6 Jan. & 20 June 1974

By ALM/SG, JC, Date 10-14-74

AAF Request for B-17 and P-51 aircraft.

Chief of the Air Staff

26 JUL 1944

AG/AS, Operations, Commitments & Requirements

OWT/mh/74861

1

Enclosed draft of letter in reply to Air Vice Marshal R. P. Willock's letters of 14 and 15 July, reference our request for B-17 and P-51 aircraft from U. K. tentative allocations, prepared for Gen. Wilson's signature.

Encls:

Draft ltr to *AW/M* Willock

for signature

Org ltr frn Willock dtd

14, 15 Jul 44

H. A. Craig to Gen. Wilson for signature

H. A. Craig

Major General, U. S. Army

Asst. Chief of Air Staff

Operations, Commitments & Requirements

508 452.1 Eng. (372)

File

~~SECRET~~

508 452.1 Eng. (372)

DECLASSIFIED

DDO 105:

8 Jan. & 20 June 1979

By ALN / GC, JC, DDD 10-14-76

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RELEASABLE

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WAS 1200

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WAS 7 Jul 44

11 JUL 1944

Air Marshal W. L. Walsh
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D. C.

Dear Freddie:

Thank you for your letters of 30 June 1944. With reference to our request that you replace the B-27's with the B-24's, as soon as you get Courtney's reply, I would appreciate your getting in touch with me as to his decision in order that we may take prompt action.

If you remember, at the time of the allocation conference, neither of us received the number of B-24's we needed and I cannot recommend a diversion from the AAF expectancy of an airplane that is short to our forces.

Should you care to divert one of the 120 B-24 airplanes that the U.S. is receiving in the period of 1 July - 31 December for the use of your personnel here in the U. S. and base it at Bolling Field, I certainly have no objection.

Yours sincerely,

Dispatched

11 JUL 1944

AKB

signed

BARRY H. GILES,
Lieutenant General, U. S. A.,
Deputy Commander, Army Air Forces.

SAD 4521 Eng
370
372

SECRET

COPY TO: GEN GILES' FILE

File on it
374
372
SAD 4521 Eng

~~SECRET~~

DECLASSIFIED

- 000 hrs.

8 Jan. & 20 June 1974

By ALN 186 LC, Date 10-14-76

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

30th June, 1944

My dear Barney:

I acknowledge your letter of the 29th on the subject of your requirement of all available B-17s for daylight operations in the European theatre. I have already signalled Courtney advising him of your urgent requirement and asking what he can do to release B-17s on the understanding that you will replace them with B-24s.

I am sure he will do his best to help you but I must point out that our original bid for 50 B-17s in the second half of 1944 and 30 in the first half of 1945 was based on the assumption that the two G.R. Squadrons would be re-equipped with Liberators during 1944 and the Special Duties Squadron would be maintained on B-17s throughout the period. The enclosure of my letter of 24th April refers.

Courtney may be able to speed up the re-equipment of the two G.R. Squadrons and thus make B-17s available to you, but I think it is very unlikely that it will be found possible to re-equip the Special Duties Squadron and I anticipate that we shall have to retain sufficient B-17s to maintain this squadron.

As soon as I get Courtney's reply I will get in touch with you.

Yours sincerely,

(S)

W. L. Welsh,
Air Marshal.

Lieutenant General Barney M. Giles
Chief of the Air Staff
U. S. Army Air Forces
Room 3 E 1007
Pentagon Building

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DECLASSIFIED
DOD lrs

8 Jan. & 20 June 1974

By ALN / 86 LC Date 12-11-76

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BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

30th June, 1944

My dear Barney:

In September 1941 as the result of a request by Air Chief Marshal Harris to General Arnold, a UC-45 aircraft Serial No. 40-182 was made available at Bolling Field for the use of the R.A.F. Delegation and R.A.F. personnel with the British Air Commission. I regret to hear that this aircraft crashed last week and is reported a complete loss.

The loss of this aircraft is a serious depletion to our meagre communication facilities, and I hope you will give instructions for its replacement by another UC-45, so that this facility which has been such a help to us can be continued.

Yours sincerely,

(S)

W. L. Welsh
Air Marshal.

Lieutenant General Barney M. Giles,
U. S. Army Air Forces
Room 3 E 1007
Pentagon Building

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DECLASSIFIED
DOD ltr.
8 Jan. & 20 June 1974
By ALN/SG/IC, Date 10-14-76

SECRET
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BY ~~WFO~~ AGENCY OF THE
CHIEF ~~212~~ ARMY AIR FORCES
wtn: 24 Jun 44
DATE INITIALS

29 JUN 1944

Air Marshal W. L. Walsh
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D. C.

My dear Freddie:

A careful evaluation of the performance of the B-17 and B-24 airplanes, in combat, in daylight operations, in the European Theatre, has lead me to the conclusion that the B-17 is a better airplane for that job than the B-24.

I am, therefore, having our requirements revised to secure the allocation of as many B-17 airplanes to the job of daylight bombing in the ETO as production permits. To that end, I am requesting you to explore the possibility of converting the two squadrons of B-17's now operated by the Royal Air Force on anti-submarine patrol to B-24 equipment. If this can be worked out we will revise the allocations schedules and reduce the number of B-17's and increase the B-24's to the Royal Air Force correspondingly. The half squadron of the Royal Air Force on the special duty project in United Kingdom working with the USAF half squadron will probably have to be continued on B-17's. In the periods 1 July 1944-31 December 1944 and 1 January 1945-30 June 1945 the Royal Air Force is now scheduled to receive fifty and thirty B-17 airplanes respectively.

If you will be good enough to let me have your ideas on this, I will initiate action before the Munitions Assignments Committee (Air) to revise the allocation.

Sincerely yours,

[Signature]

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

*File
6/29/44
Dispatched
29 JUN 1944
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108 4521 Eng. (378)

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DECLASSIFIED

4521 Eng - (378)

DECLASSIFIED

DDO WFS

8 Jan. & 20 June 1974

By 4122 C. S. L. C. Date 10 Nov 74

AFAP

WMB:mcc

71127

wtn: 7 Jul 44

DECLASSIFIED

11 JUL 1944

Air Marshal W. L. Welsh
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D. C.

Dear Freddie:

Thank you for your letters of 30 June 1944. With reference to our request that you replace the B-17's with the B-24's, as soon as you get Courtney's reply, I would appreciate your getting in touch with me as to his decision in order that we may take prompt action.

If you remember, at the time of the allocation conference, neither of us received the number of UC-45's we needed and I cannot recommend a diversion from the AAF expectancy of an airplane that is short to our forces.

Should you care to divert one of the 120 UC-45 airplanes that the U.S. is receiving in the period of 1 July - 31 December for the use of your personnel here in the U. S. and base it at Bolling Field, I certainly have no objection.

Yours sincerely,

Dispatched

11 JUL 1944

AGG

Stamp

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

SA 4521 Eng. 372 + 388

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DECLASSIFIED
DOD Hqs
8 Jan. & 20 June 1974
By: 2113 / JAG. JG. Date: 12-14-76

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BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

30th June, 1944

My dear Barney:

I acknowledge your letter of the 29th on the subject of your requirement of all available B-17s for daylight operations in the European theatre. I have already signalled Courtney advising him of your urgent requirement and asking what he can do to release B-17s on the understanding that you will replace them with B-24s.

I am sure he will do his best to help you but I must point out that our original bid for 50 B-17s in the second half of 1944 and 30 in the first half of 1945 was based on the assumption that the two G.R. Squadrons would be re-equipped with Liberators during 1944 and the Special Duties Squadron would be maintained on B-17s throughout the period. The enclosure of my letter of 24th April refers.

Courtney may be able to speed up the re-equipment of the two G.R. Squadrons and thus make B-17s available to you, but I think it is very unlikely that it will be found possible to re-equip the Special Duties Squadron and I anticipate that we shall have to retain sufficient B-17s to maintain this squadron.

As soon as I get Courtney's reply I will get in touch with you.

Yours sincerely,

(S)

W. L. Welsh,
Air Marshal.

Lieutenant General Barney M. Giles
Chief of the Air Staff
U. S. Army Air Forces
Room 3 E 1007
Pentagon Building

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~~SECRET~~

~~RECLASSIFIED~~

DECLASSIFIED

DDO #15

8 Jan. & 20 June 1974

By AWT/SC AC Date 10-14-76

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BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

30th June, 1944

My dear Barney:

In September 1941 as the result of a request by Air Chief Marshal Harris to General Arnold, a UC-45 aircraft Serial No. 40-182 was made available at Bolling Field for the use of the R.A.F. Delegation and R.A.F. personnel with the British Air Commission. I regret to hear that this aircraft crashed last week and is reported a complete loss.

The loss of this aircraft is a serious depletion to our meagre communication facilities, and I hope you will give instructions for its replacement by another UC-45, so that this facility which has been such a help to us can be continued.

Yours sincerely,

(S)

W. L. Welsh
Air Marshal.

Lieutenant General Barney M. Giles,
U. S. Army Air Forces
Room 3 E 1007
Pentagon Building

~~SECRET~~

DECLASSIFIED
DOD ltr.

8 Jan & 20 June 1974

By SP-1/AC JG, Date 10-14-76

SECRET

Letter to A/W Walsh, re B-2h's and UC-45

Chief of the Air Staff

7 July 1964

ACAS Plans

1
WMS:mec 71127

Attached hereto draft of letter addressed to Air Marshal W. L. Walsh prepared for Gen. Gilson's signature, and initial letters dated 30 June 1964 from Air Marshal Walsh, reference replacement of B-17's with B-2h's in KTO and UC-45 transport for use of Royal Air Force personnel in United States.

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

Incl -
as abv

SECRET

DECLASSIFIED
DUO 015
6 Jan. & 20 June 1974
By SAAC/CG 10, Date 10-14-74

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DECLASSIFIED

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AFAP	
WMB:imec	
BY AIR MAIL 71127	
CHIEF of Air Staff: 24 Jun 44	
DATE	INITIALS

29 JUN 1944

Air Marshal W. L. Walsh
British Joint Staff Mission
Offices of the Combined Chiefs of Staff
Washington, D. C.

My dear Freddie:

A careful evaluation of the performance of the B-17 and B-24 airplanes, in combat, in daylight operations, in the European Theatre, has led me to the conclusion that the B-17 is a better airplane for that job than the B-24.

I am, therefore, having our requirements revised to assure the allocation of as many B-17 airplanes to the job of daylight bombing in the ETO as production permits. To that end, I am requesting you to explore the possibility of converting the two squadrons of B-17's now operated by the Royal Air Force on anti-submarine patrol to B-24 equipment. If this can be worked out we will revise the allocations schedules and reduce the number of B-17's and increase the B-24's to the Royal Air Force correspondingly. The half squadron of the Royal Air Force on the special duty project in United Kingdom working with the USAAF half squadron will probably have to be continued on B-17's. In the periods 1 July 1944-31 December 1944 and 1 January 1945-30 June 1945 the Royal Air Force is now scheduled to receive fifty and thirty B-17 airplanes respectively.

If you will be good enough to let me have your ideas on this, I will initiate action before the Munitions Assignments Committee (Air) to revise the allocation.

Sincerely yours,

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

Dispatched:
29 JUN 1944
AGG

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DECLASSIFIED

Handwritten: SA 452.1 Long (372)

Handwritten: SA 452.1 Crawford (372)

DECLASSIFIED
DDO HRS

8 Jan & 20 June 1974

By ALM / B.C. LC, Date 12-14-74

~~SECRET~~

SECRET	
BY AUTHORITY OF THE CHIEF OF THE ARMY HEADQUARTERS	
DATE	INITIALS

B-17 Airplanes for Daylight Bombing in HTO

Chief of the Air Staff

24 June 1944

AGAS Plans

1
WD:mas 71127

Attached draft of letter to Air Marshal W. L. Walsh of British
Joint Staff Mission prepared for General Giles' signature.

Incl - as does abv

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

~~SECRET~~

AFAPF
12500
27
JUN 22 1944

~~SECRET~~

DECLASSIFIED
DDO Irs.
8 Jan. & 20 June 1976
By

24 JUN 1944

Air Marshal W. L. Walsh
British Joint Staff Mission
Office of Combined Chiefs of Staff
Washington, D. C.

My dear Freddie:

In answer to your letter of 20 June, I regret that form
AFAPF-12500 of 21 May was released without a qualifying statement to the
effect that the allegations therein were not true and that the form
was to be used only as a tentative guide until such a time as official
approval of allegations was received.

We could not wait for approval without delaying deliveries
to this amount although we published one, as is so often the case when
needed, several errors appeared, among them the Chinese allegation.

The Chinese will receive P-51C aircraft from North American
Sales in August and September.

P-51C aircraft will be received by anyone other than
the Army Air Forces prior to October 1944 and all of these are consigned
to the European Theatre.

Sincerely yours,

Signed

WALTER S. GILES,
Lieutenant General, U. S. A.,
Chief of Air Staff.

*File
and
6 May 1944*

*Let
W.S. / Eng. 1972*

24 JUN 1944
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DECLASSIFIED
DOO Hrs.
8 Jan. & 20 June 1974
By ALC/EGG/IC, Data 10 1117-74

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

20 June, 1944

Lieutenant General Barney M. Giles
Chief of the Air Staff
U. S. Army Air Forces
Room 3 E 1007
Pentagon Building

My dear Barney:

I have your letter of 16 June on the P-51 D. I am sorry that you are not at present able to help us get some of these aircraft earlier. This is all the more regrettable to our people at home in view of the fact that through their initiative this aircraft was adopted in the first instance. They naturally feel that had it not been for our efforts in this direction you would still be equipping yourselves with the inferior P-47.

You will also remember in our recent discussions on allocations we agreed, verbally, I admit there is no record on paper on either side, that we should assign all these aircraft to the European theatre with the exception of those which had already been assigned to China on the decision of the President.

It now appears that from ADO-302 of May 31st that further assignments of these aircraft are to be made to China and deliveries are to begin two months before the RAF are to get them.

I regret that we are not prepared to accept this division of allocation and must press for the European theatre to be given priority over China.

Yours sincerely,

(S) Freddie
W. L. Welsh
Air Marshal

~~SECRET~~

DECLASSIFIED

EOO 115

8 Jan & 20 June 1974

By: 2107 GSE, LC, DAV, 11/74

SECRET

AFAP

RMS:ms6

71127

wtn: 22 Jun 44

24 JUN 1944

Air Marshal W. L. Welch
British Joint Staff Mission
Office of Combined Chiefs of Staff
Washington, D. C.

My dear Freddie:

In answer to your letter of 20 June, I regret that form ADO-302 of 21 May was released without a qualifying statement to the effect that the allocations therein were not firm and that the form was to be used only as a tentative guide until such a time as official approval of allocations was obtained.

We could not wait for approval without delaying deliveries so this current ADO-302 was published and, as is so often the case when rushed, several errors appeared, among them the Chinese allocation.

Delivered The Chinese will receive P-51C aircraft from North American-Engines in August and September.

No P-51D aircraft will be received by anyone other than the Army Air Forces prior to October 1944 and all of these are consigned to the European Theatre.

Yours sincerely,

Signed

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

Delivered
22 JUN 1944
ms6

Handwritten notes:
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Eng
372

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COPY TO: S/AS, Room 381045

805452-1 Eng 372

SECRET

DECLASSIFIED
DDO 405
8 Jan & 29 June 1974
BY: 1102/AG/IC Date 11/14/74

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

20 June, 1944

Lieutenant General Barney M. Giles
Chief of the Air Staff
U. S. Army Air Forces
Room 3 E 1007
Pentagon Building

My dear Barney:

I have your letter of 16 June on the P-51 D. I am sorry that you are not at present able to help us get some of these aircraft earlier. This is all the more regrettable to our people at home in view of the fact that through their initiative this aircraft was adopted in the first instance. They naturally feel that had it not been for our efforts in this direction you would still be equipping yourselves with the inferior P-47.

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I regret that we are not prepared to accept this division of allocation and must press for the European theatre to be given priority over China.

Yours sincerely,

(S) Freddie
W. L. Welsh
Air Marshal

SECRET

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P-51B Aircraft for European Theatre

Chief of the Air Staff

22 June 1944

ACAS Plans

**1
HHS:mcc 71127**

**Attached draft of letter in reply to letter from Air Marshal
W. L. Walsh 20th June 1944 prepared for General Giles' signature.**

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

**Incl -
draft ltr to A/W Walsh
for HHS signature
orig ltr from A/W Walsh
dtd 20th June 44**

~~SECRET~~

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AFMMD:4E
710 P.C. Ward
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DECLASSIFIED

8 Jan 4 30 June 1974
By 3027 / 3027 AC, Date: 12-11-76

16 JUN 1944

Air Marshal V. L. Walsh
British Joint Staff Mission
Offices of the Combined Chiefs of Staff
Washington, D. C.

Dear Air Marshal Walsh:

A careful survey has been made of P-51B requirements and availabilities to determine if your request of 8 June 1944 for earlier delivery of this model could be made. However, as the P-51B airplane is the most critical AAF fighter, our planned requirements call for all P-51B production until this model is produced at Dallas as well as at England.

I regret that it does not presently appear possible to comply with your request.

Sincerely yours,

Signed

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

Ad 4521 Eng. (372)

Dispatched
16 JUN 1944
AAG

DECLASSIFIED

*File
217 June 44*

Copy to: General Giles

SECRET

Ad 4521 Eng. (372)

SECRET
REMOVED

DECLASSIFIED
DDO WTS.
8 Jan. & 28 June 1974
By AIC (SG) AC: DDD 10-14-76

9 June 1944

Air Marshal W. L. Walsh
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D. C.

Dear Freddie:

I think that the attached report which has reached my desk will prove to be of considerable interest to you. Please read it over and return it to me after it has served its purpose.

I think the report indicates a very serious condition existing at Hason and the lack of security for the radar equipment is an item of grave concern here.

Let me have your reactions to the report.

Sincerely,

DARBY H. GILES
Lieutenant General, U. S. Army
Chief of the Air Staff

1 Incl.
Ltr fr ATC, 27 May 44

898 4521 English (37)

10 JUN 1944

By office courier

Return to Sec., Air Staff
SECRET
R.3E-1045

*File 4521 English
ca 10 June 44*

898 4521 English (37)

FROM THE DESK OF

6/5/44
LIEUT. GEN. H. H. G. WOLD

Memos for genl. files

Here is info which can
be used as sound reasons
why British allocation
of planes should be further
cut. "Easy come easy go"

There is no excuse
for the Radar not being
guarded

Wold

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DDI ffrs
8 Jan. & 20 June 1974
By ALM/AG/IC Date 10-14-76

9 June 1944

Air Marshal W. L. Walsh
British Joint Staff Mission
Offices of the Combined Chiefs of Staff
Washington, D. C.

Dear Freddie:

I think that the attached report which has reached my desk will prove to be of considerable interest to you. Please read it over and return it to me after it has served its purpose.

I think the report indicates a very serious condition existing at Nassau and the lack of security for the radar equipment is an item of grave concern here.

Let me have your reactions to the report.

Sincerely,

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

10 JUN 1944
AA3

By Officer Courier

1 Incl.
Ltr fr ATC, 27 May 44

~~SECRET~~
DECLASSIFIED

Sad 452.1 England (371)

ADDRESS REPLY TO:
COMMANDING GENERAL
AAF AIR TRANSPORT COMMAND
WAR DEPARTMENT
WASHINGTON, D. C.

~~SECRET~~
~~RELAS~~

ARMY AIR FORCES
HEADQUARTERS AIR TRANSPORT COMMAND
OFFICE OF THE COMMANDING GENERAL
WASHINGTON

DECLASSIFIED
000 HRS.
8 Jan. & 20 June 1974
By: A-1 / BC, LC, Date: 12-14-76

1 June 1944

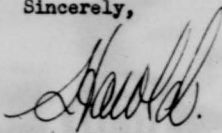
Major General H. A. Craig,
Hq. Army Air Forces,
Washington, D. C.

Dear Howard:

Attached is a letter I have just received from General Alexander. I am not forwarding this officially, because I don't know whether you or General Arnold would desire it to be made of record.

I have not myself, of course, looked into this matter nor confirmed the statements made by Alex. It looks on the surface, however, as though the best possible utilization of Lend-Lease aircraft is not being effected.

Sincerely,



H. L. GEORGE,
Major General, USA,
Commanding.

Incl. - 1
Ltr to CG/ATC from
Gen. Alexander 27 May
44, subj: "Use of Lend-
Lease Equip in hands of
British & Canadian AF
units, Nassau."

*File here say 507
c. 15 June 44*



~~SECRET~~
~~RELAS~~

B-264

SECRET

DECLASSIFIED

DECLASSIFIED
DDO IHS.

8 Jan. & 20 June 1974

By ALH/AG AG Date 0-14-76
79

1 June 1944

Major General E. A. Craig,
Hq. Army Air Forces,
Washington, D. C.

Dear Howard:

Attached is a letter I have just received from General Alexander. I am not forwarding this officially, because I don't know whether you or General Arnold would desire it to be made of record.

I have not myself, of course, looked into this matter nor confirmed the statements made by Alex. It looks on the surface, however, as though the best possible utilization of Lend-Lease aircraft is not being effected.

Sincerely,

H. L. GEORGE,
Major General, USA,
Commanding.

Incl. - 1
Ltr to CQ/ATC from
Gen. Alexander 27 May
44, subj: "Use of Lend-
Lease Equip in hands of
British & Canadian AF
units, Nassau."

DECLASSIFIED
SECRET

Sat 452.1 Eng. B-764
570

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

AIR STAFF

3rd July, 1944.

DECLASSIFIED
JCS Memo
2 Jan. 1975
By: *ab*/LC; Date: *10/1/76*

~~SECRET~~

Personal

My dear Barney,

I return the correspondence which you sent me under cover of your letter of the 9th June.

May I suggest that General Alexander reads the 41st Verse of the 6th Chapter of the Gospel according to St. Luke?

For your personal information, I have recently had a thorough inspection of Nassau and am happy to inform you that the majority of the statements in the letter are not correct, particularly that relating to the Radar equipment. If you like I will discuss it with you when next we meet.

Yours sincerely,

Welsh
W

W. L. Welsh,
Air Marshal.

DECLASSIFIED

~ Lieutenant General Barney M. Giles,
Chief of the Air Staff,
U.S. Army Air Forces.

4136
SAS 452.1 England (571)

41st Verse of the 6th Chapter of St. Luke

"And why beholdest thou the mote that
is in thy brother's eye but perceivest
not the beam that is in thine own eye?"

~~SECRET~~

Auth. CG CW ATC

Initials *Hing*

Date 27 May 1944

DECLASSIFIED

000 ltrs

8 Jan 4 & 20 June 1974

By SP-4/CGC AC, Date 10-14-76

~~SECRET~~
HEADQUARTERS CARIBBEAN WING
AIR TRANSPORT COMMAND
STATION NO 1
COMEAU BUILDING
WEST PALM BEACH, FLORIDA

27 May 1944

OFFICE OF THE COMMANDING GENERAL

SUBJECT: Use of Lend-Lease Equipment in the Hands of British and Canadian Air Force Units, Nassau.

TO : Commanding General, Air Transport Command, Washington, D.C.

1. It has been brought to my attention that Lend-Lease aircraft turned over to the British Government at Nassau is being improperly safeguarded and used on that Island. I therefore, requested a confidential report from the ATC Liaison Officer stationed at Windsor Field. The following are extracts of the report submitted as of 24 May 1944, which indicate extravagances and waste in the utilization of American aircraft turned over to the British at Nassau.

*2. RAF 111 OTU will be dealt with first:

a. The OTU has fifty-two (52) B-25's. The training time flown on these aircraft from 1 January 1944 to 1 May 1944 totaled 14,654 hours. This makes an average of approximately 2 hours and 30 minutes per day per aircraft. This does not include the time flown on patrol however.

b. A 20-hour check on a B-25 takes at least 1-1/2 to 2 days. A 40-hour check takes 3 to 4 days. A major inspection is pulled at 400 hours and the aircraft is out of service 14 to 17 days.

c. The OTU has fourteen (14) B-25B's of which eight (8) have been grounded for some time due to lack of fuel cells.

d. Two (2) B-25's have been stripped of the engines and mounted on blocks as classrooms. One (1) of these, however, has been cracked up and has a wrinkle in the fuselage. It could not be ascertained if any mishap occurred to the other aircraft. The information on the B-25's was obtained largely from Mr. William H. Kuns, North American Aviation Co. representative, and by personal observation.

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DECLASSIFIED
SECRET

05 1954

B76c

Ltr. CG, ATC, Washington
27 May 1944

~~SECRET~~

e. The OTU had thirty-four (34) B-24's until 24 April when one (1) was lost at sea. The total time flown by these aircraft from 1 January 1944 to 1 May 1944 was 5,384 hours. This includes patrol time. The average per aircraft per day is approximately 1 hour and 20 minutes.

f. B-24 "LC", which is the squadron number, was flown from Windsor to Oakes Field, the engines removed and the ship placed on blocks for use as a classroom. This ship has never been damaged in any way. Rather an expensive classroom!

g. A 20-hour check on a B-24 takes approximately two (2) days. A 40-hour check takes approximately three (3) days. A 400 hour major inspection takes ten (10) days. In fairness, however, it is pointed out that these inspections are governed by both British and American methods and considerably more work is done than is necessary.

h. Three (3) Brewster dive bombers, SB 2A's, FF739, 753, 754, were sent here on 15, 16 and 17 July 1943 for use as staff planes. I seriously doubt if these ships ever had a total of 30 hours flying time put on them here. On 10 May 1944 all of these aircraft were scrapped and are now sitting in the junk pile with the engines removed. These ships were never damaged. The British claim the hydraulic system was very troublesome.

3. The RAFTC will be dealt with now:

a. B-24 "BZ-715" had the brakes fail while taxiing. The ship taxied into the rough and damaged the nose section. Consolidated Aircraft advised that a complete nose section could be shipped and that the ship was definitely repairable. In spite of this, however, the ship was scrapped completely and is now being cut up. The propellers and engines, wings, tail, etc. were not in any way damaged.

b. B-24 J, EV 949, U.S. nbr 42-64330 arrived this station 28 February 1944. The Firestone cell sight gauge fittings had to be replaced. The engines on this aircraft have never been impregnated and when the undersigned and Mr. Smith inspected the ship on May 23 all the spark plugs on Number One (1) and Three (3) engines had been removed and were lying on the ground. The threads of the plugs were quite rusty so it was evident they had been out for several days. This ship had not been run up for a considerable length of time.

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B264

Ltr. CG, ATC, Wash.
27 May 1944.

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DECLASSIFIED

c. There were nine (9) PV 1's equipped with Radar sitting out on hardstands. These ships were unlocked and no guard anywhere near. The undersigned and Mr. Smith, was able to enter each aircraft without anyone noticing. The papers and instructions that go with the Radar equipment were all there so if complete information was wanted, it was certainly available. The following PV 1's were entered: JT 877, 818, 829, FN 975, JT 868, 874, 881, JS 889, JT 890. There were other PV 1's on the ramp but these were not entered. All of these aircraft have been sitting long enough so that the flaps were almost completely extended due to lack of hydraulic pressure. The engines had not been impregnated.

d. A-30, FA 354, crashed in the woods approximately 15 months ago. Mr. Smith and the undersigned drove in a jeep to the wreck and inspected it. The following parts were salvaged from one engine in about an hour and a half by two men using three wrenches, a screw-driver and a pair of pliers. All these parts are uninjured except the generator which had a ding in the metal cap on the end:

1. One each Jack & Heintz starter
Type (Comb) Model #JH5-AF
Serial #42-1009
2. Two each - Bendix Scintilla Magnetos
Type SF-141N-4 SF-141N-4
Serial #68813
3. One each Leece-Neville 24 V Generator
Type (AC-0-1)
Serial 42-10401
4. One each - Vickers Hydraulic Pump
Serial #94470
Model PF8-271320ZH
5. One each Pump Engineering Service Corporation
Fast Feathering Pump & Motor Assembly
Pump Serial #10157BB
Type (Gear)
Motor Serial 6514
6. One each Pump Engineering Service Corporation
Vacuum Pump
Type B7 Serial #DG-3489

05 1954

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-3-

DECLASSIFIED

B264

Ltr. CG, ATC, Wash.
27 May 1944.

~~SECRET~~

7. Oil Pump Assembly (not complete)
8. Fuorator - Type G Serial 159 J

There were many more parts but the parts listed were salvaged merely as an example.

e. A-30, FA 227, crashed in the woods approximately a year ago. One (1) .50 caliber machine gun was brought back as an example of salvageable material. Propellor hub, one (1) propellor blade, engine accessory section, main power case, nose section, propellor governor, two (2) magnetos and a number of cylinders could all be reclaimed; crankshaft and connecting rod assembly probably good.

f. From the scrap pile, a Holley Automatic carburetor, Model 1685 HA Serial #13143, was picked up. This is completely uninjured. Another carburetor had been completely picked apart and the pieces strewn around on the ground. Undamaged propellor hubs at least five (5) in number, were lying around rusting. There are seven (7) engines in the pile, three (3) are burned rather badly, but the other four (4) have many good parts remaining, or at least there were good when they were thrown on the pile. Wheels and long range tanks are thrown carelessly about also.

g. The B-26's have been moved through here fairly regularly. However, the same conditions apply as to the manner in which the engines are treated. They are not impregnated and ships stand for at least a week or two weeks without even a propellor being pulled through. A list of the aircraft on the field except the PV 1's, is attached.

6. The Air Service Command wrote this Headquarters 29 April 1944, asking whether or not the aircraft representatives, Mr. Smith and Mr. Kuns were needed here any longer. The undersigned in turn asked Wing Commander Freeman, Senior Maintenance Officer for the 111 OTU, if he wished these men to remain. Freeman stated the OTU no longer had any need of these men. This was communicated to the Air Service Command who then issued orders for their recall. Mr. Kuns has already left and Mr. Smith is due to go in approximately fifteen (15) days. It is recommended, in lieu of the findings herein, that Mr. Smith be allowed to remain in order to keep informed as to the use the British make of these aircraft. Mr. Smith is perfectly willing to make a statement as to the wasteful methods employed by the British."

~~SECRET~~

B.264

051954

Ltr. CG, ATC, Washington
27 May 1944.

~~SECRET~~

2. The foregoing is transmitted for your information.

E. H. Alexander
E. H. ALEXANDER,
Brigadier General, U.S. Army,
Commanding.

1 Incl.
List of aircraft
24 May 1944.

-5-

~~SECRET~~

051934

JAG 452.1 England

(371)

B 764

SECRET

MAY 24, 1944

DECLASSIFIED

DDI 105

8 Jan 5 20 June 1974

By ALM/RC JC Data 10-14-74

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FD-700 17/7/43
FD-702 9/14/43
FD-704 9/12/43

All 3 corrupted by RAF 10/5/44

S S A
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FD-582 2/2/44
FD-585 4/2/44

REMI
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FD-126 15/2/43
FD-165 24/2/43
FD-177 18/4/43
FD-203 22/12/43
FD-208 22/2/44
FD-321 15/4/44
FD-720 2/2/44
FD-821 10/4/44
FD-825 14/4/44
FD-828 11/5/44
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PV's + Misc 95
18

113

Aircraft on field

SECRET

B 764

DECLASSIFIED
DDI/RS
8 Dec 6 20 June 1974
BY 2025 ZRG/SC/DAW/CP/DAW - 76

APAKP
GCJ:mec
71127
wtm: 9 June 44

RECEIVED

DAW

13 JUN 1944

Air Marshal W. L. Walsh
British Joint Staff Mission
Offices of the Combined Chiefs of Staff
Washington, D. C.

Dear Air Marshal Walsh:

I have your letter of 6th June asking that action be taken by the Munitions Assignments Committee (Air) on the case in which you request an assignment of four (4) C-87 aircraft to the Russians and a corresponding decrease to the United Kingdom.

To date no request has been made to the Munitions Assignments Committee (Air) by the Russians for these airplanes and therefore no assignment can be recommended by that Committee to the Munitions Assignments Board.

I suggest that the case be withdrawn from the Committee and that we await a request from the Russians.

Yours sincerely,

Signed

BARNEY M. GILES,
Lieutenant General, U. S. A.,
Chairman, Munitions Assignments Committee (Air).

APD 452.1 Emg
769

RECEIVED
9 JUN 1944
AAG

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RECEIVED

DECLASSIFIED

DDI 475

8 Jan & 22 June 1974

COPY

By ASST (S) JC Dow 10/27/74

~~SECRET~~
BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

6th June, 1944

My dear Barney,

You will remember that on April 14th I told you of our desire to start a direct British Military Air Route from the UK to Russia, and that negotiations to this end had been dragging on since 1942. Each time we were approaching agreement the Russians had imposed further conditions; the last being that we should supply them with four long distance transport aircraft. I asked if you could supply these, but you were unable to do so. Eventually we agreed that permission should be sought to retransfer four C.87's from our allocation.

I told you at the time that it would assist the negotiations if the aircraft were allocated by us to Russia. Courtney now tells me that this is not necessary and proposes a direct allocation from you to Russia, with a corresponding reduction in our quota.

This has been discussed at the MAC (Air), but very little progress has been made. I wonder if you could help to accelerate matters, as we cannot open our route until the Russians get their aircraft.

Yours sincerely,

(S)

W. L. WELSH,
Air Marshal.

Lieutenant General Barney M. Giles,
Chief of the Air Staff,
U. S. Army Air Forces,
Room 3 E 1007
Pentagon Building.

~~SECRET~~
DECLASSIFIED
SECRET

SECRET
RECLASSIFIED

DECLASSIFIED
DDO #3
8 Jan & 20 June 1974
By ALM / SS / AC / Date / 10 / 14 / 74

AFAPF
OOJames
71127
vms 9 June 44

To JUN 1944

Air Marshal W. L. Walsh
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D. C.

Dear Air Marshal Walsh:

I have your letter of 6th June asking that action be taken by the Munitions Assignments Committee (Air) on the case in which you request an assignment of four (4) C-57 aircraft to the Russians and a corresponding decrease to the United Kingdom.

To date no request has been made to the Munitions Assignments Committee (Air) by the Russians for these airplanes and therefore no assignment can be recommended by that Committee to the Munitions Assignments Board.

I suggest that the case be withdrawn from the Committee and that we await a request from the Russians.

Yours sincerely,

Signed

BARRY H. GILES,
Lieutenant General, U. S. A.,
Chairman, Munitions Assignments Committee (Air).

RECORDED
9 JUN 1944
282

AF 452.1 Langford (369)

SECRET
RECLASSIFIED

*File
01 10 June 44*

AF 452.1 Langford (369)

COPY

~~SECRET~~
BRITISH JOINT STAFF MISSION
OFFICERS OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

DECLASSIFIED
DOD Use
8 Jan 8 20 June 1974
By: [unclear] Date: 10-14-76

6th June, 1944

My dear Barney,

You will remember that on April 14th I told you of our desire to start a direct British Military Air Route from the UK to Russia, and that negotiations to this end had been dragging on since 1942. Each time we were approaching agreement the Russians had imposed further conditions; the last being that we should supply them with four long distance transport aircraft. I asked if you could supply these, but you were unable to do so. Eventually we agreed that permission should be sought to retransfer four C.67's from our allocation.

I told you at the time that it would assist the negotiations if the aircraft were allocated by us to Russia. Courtney now tells me that this is not necessary and proposes a direct allocation from you to Russia, with a corresponding reduction in our quota.

This has been discussed at the MAC (Air), but very little progress has been made. I wonder if you could help to accelerate matters, as we cannot open our route until the Russians get their aircraft.

Yours sincerely,

(S)

W. L. WELSH,
Air Marshal.

Lieutenant General Barney M. Giles,
Chief of the Air Staff,
U. S. Army Air Forces,
Room 3 E 1007
Pentagon Building.

~~SECRET~~

HENRY HARLEY ARNOLD

Box 125 Folder 4

MILITARY

DECIMAL

SAS 452.1 European
through Theater
452.1 For East

DISCLASSIFIED
DOD 174
A 20 10/10/76
C8 JCS Memo

SECRET

DECLASSIFIED

DDO 103

8 Jan. & 20 June 1974

By ASST/RC: SC: Date: 1P-14-76

DECLASSIFIED

SAS 452.1670 (19)

TO: Deputy Commander, Army Air Forces

DATE 28 April 45

FROM: AR/AS, OCMR, Commitments Division

COMMENT NO. 2
Lt Col Barras/44/S107

1. The standard C-54E next available from production will be sent to ETO for use of General Eisenhower. Airplane will depart on or about 6 May 1945 on Project No. 93128-S.

2. Instructions have been issued to send the first available of five specially modified C-54's to ETO as a replacement for the airplane referred to in paragraph 1 above. Date as to readiness of this specially modified airplane will be available shortly.

GEORGE BROOK, JR.,
Brig General, USA

File
5/1/45

DECLASSIFIED
SECRET

SO 452.1620 (19)

~~SECRET~~

DECLASSIFIED
000 hrs

8 Jan 8 20 Pass 1074

By AGC, DC, Date

G-54 Airplane for General Eisenhower

Assistant Chief of Air Staff, OC&R

26 April 1945

Deputy Commander, Army Air Forces

MAL/hd/3373

1

1. With reference to Message No. UA-68055, 25 April 1945, from General Spatts, the Deputy Commander, Army Air Forces has directed that we prepare a G-54 aircraft for assignment to General Eisenhower.

2. You will take the necessary action to comply with the foregoing.

MILLARD A. LIBBY
Colonel, G. S. A.
Executive, Deputy Commander, AAF

SAS 452.1 ETO (19)

~~SECRET~~

File

SAS 452.1 830

(19)

DECLASSIFIED

DDO No.

8 Jan. & 20 June 1974

By *SP7 RJC* / *AC*, Date *11-74*

DECLASSIFIED

by authority of
Commanding General AAF

5 Jan
Date

SP2
Initial

5 MAR 1945

Approved by SAC
Becke - for your information
Dean
SP2

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Program for Employment of the P-80.

PURPOSE

1. To outline a firm program to obtain maximum benefit in the utilization of production P-80A aircraft and jet-trained personnel.

DISCUSSION

2. The latest estimates of operational availability of P-80A aircraft are attached as Tab "A".

3. The first thirty (30) production aircraft have been tentatively allocated to ATSC, Eglin Field, Training Command, the Navy and the 412th Fighter Group to provide the minimum essential development, testing and training required with the introduction of an entirely new type aircraft, and to develop a satisfactory mock-up of the F-14 (reconnaissance version of the P-80). A breakdown of this allocation is attached as Tab "B".

4. It is believed that conversion should be accomplished by units not less than a squadron, and preferably a group, for fighters and not less than a squadron for reconnaissance. The Germans in desperation have attempted piecemeal operations of their jet aircraft with notably little success to date, except against single unarmed reconnaissance planes, in spite of the tremendous speed advantage their jet aircraft enjoy. This has enabled us to obtain considerable tactical and technical information on the ME-262 before it is committed in effective quantity.

(a) If the first available P-80A's (after the initial thirty (30) shown in Tab "B") are modified for reconnaissance, the earliest date on which one F-14 squadron could be operational in the ETO with unit equipment, but without reserve, is estimated to be late November. This is optimistic and allows only limited time for conversion training on early deliveries pending arrival of full unit equipment.

(b) If the first available P-80A's (after the initial thirty (30) shown in Tab B) are shipped as fighters, it is estimated that one squadron

SAS 452.1 ETO (17)

Gully
AM

DECLASSIFIED

S/A's
Yuk
SAS 452.1 ETO (17)

RECLASSIFIED

can be converted and made operational in the ETO in late October with unit equipment and a 50% reserve. A full group could not be operational before 1 December 1945 and then only with a limited reserve.

(c) In view of the priority established by Generals Spaatz and Kaker for reconnaissance P-80's, it is believed that the first thirty (30) production aircraft following the thirty (30) referred to in Tab B should be reconnaissance modified to convert one squadron. If the war is over in Europe before these aircraft are available, they can be shipped to POA for conversion of a squadron in that theatre. This will insure availability of at least one squadron in the event of threat to present photo aircraft by improved Japanese conventional fighters or jet aircraft. It is estimated that the squadron could be operational in the POA by December 1945 when bases are expected to be available from which P-14's could operate to advantage.

(d) Remaining production thereafter should be allocated as fighters for the conversion of groups in the theatres approximately as follows:

December	1945	1
January	1946	1
February	1946	1
March	1946	1
April	1946	1

Sufficient aircraft could be allocated in addition to the above to build up the 412th Fighter Group as a combined OTU and RTU for reconnaissance and fighters until sufficient trained personnel and troop basis authority become available to form a CCTS, releasing this Group for commitment with its associated service group for overseas shipment in April, 1946. In the meantime it would be furnishing training cadres to assist with the conversion program in the theatres.

5. The 412th Fighter Group as of 22 February, was at the following strength:

Flying Officers	56%
Ground Officers	102%
Enlisted Men	87%

Its associated service group is now authorized only cadre strength and a change in manning priority would be required to bring this unit up to full strength, and then only at heavy cost to high priority service requirements of VHB and ATC organizations. If committed overseas as a unit and equipped with the first seventy-five (75) P-80A aircraft available after meeting test and training requirements, it is believed that the 412th Group could not be committed to combat in any theatre before late December 1945. This date would preclude the assignment of any P-80's to reconnaissance, and, even more

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important, would deprive us of the valuable services of this group as a testing and training unit and would require the formation of a new RTU training organization when it can least be afforded.

6. In view of the time element involved in this program it is more than likely that the war in Europe will be over before we can effectively use the P-80 in that theatre.

RECOMMENDATIONS

1. That the allocation of the first thirty (30) production P-80A aircraft for training and test projects as set forth in Tab B-be approved.

2. That the next thirty (30) production P-80A aircraft be modified for photo reconnaissance for conversion of one squadron in a theatre, with two (2) months' attrition assured.

3. That allocations thereafter be made to fighter activities to:

(a) Convert at least five (5) fighter groups in active theatres at the earliest practicable date.

(b) Build up allocations to the 412th Fighter Group sufficient to allow OTU and RTU training, and to provide cadres for assistance in the conversion program.

(c) Commit the 412th Fighter Group for deployment against the Japanese on 1 April 1946, definite theatre to be determined not later than 1 October 1945.

(d) On 1 August 1945 review theatre requirements to determine the proper ratio of P-14 to P-80A fighters to provide firm allocations beyond those outlined above, and to determine destination of the initial P-80 equipped reconnaissance squadron.

Signed

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

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OPERATIONAL AVAILABILITY OF P-80A AIRCRAFT

(4 Feb 1945)

1945

February	1
March	1
April	0
May	4
June	6
July	10
August	18
September	31
October	50
November	82
December	120

1946

January	153
February	202
March	260
April	310
May	370
June	440
July	520
August	610
September	695
October	765
November	820
December	850

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TENTATIVE ALLOCATION OF P-90A AIRCRAFT DURING 1945

	Total	Available for Delivery in 1945													
		Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec			
ATSC and Lockheed for test	6	(1)*	(1)*	-	(4)	(1)	(1)								
Reconnaissance mock-up of P-14	1					(1)									
Nglin Field	2					(2)									
Navy	2					(1)	(1)								
412th Fighter Group	17					(1)	(8)	(8)							
Training Command	2					(1)*	(1)*								
Available for Overseas shipment or for reconnaissance modification	293								(10)	(31)	(50)	(82)	(120)		
Totals	323	(1)	(1)	-	(4)	(6)	(10)	(18)	(31)	(50)	(82)	(120)			

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Two (2) to be transferred from ATSC to Training Command for maintenance training on delivery for 12th and 13th articles to ATSC for tests of new fuel system.

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Secret by authority of
Commanding General AAF
16 MAR 45
Date Initials

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1 JAN 60
By AFSA/AFSA/AFSA/AFSA/AFSA

AFRAC
Major Franklin
4/24/80

16 MAR 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Airplane and Combat Crew Planning Factors

I. Statement of the Problem

To correct airplane and combat crew planning factors for units to be deployed to the Occupational Air Force in the European Theater of Operations as published in AAF Ltr (C) 150-1, 19 February 1945, subject: "Planning Factors for Airplane Allocations"; and AAF Ltr (C) 150-2, 19 February 1945, subject: "Planning Factors for Combat Crew Requirements" to bring subject letters into conformity with AAF Ltr (C) 55-3, 23 February 1945, subject: "Policies and Procedures for Redeployment of Army Air Forces."

II. Discussion

1. The aircraft and crew planning factors now published authorize only a 25% of UE reserve for most types of aircraft and combat crews to be deployed to the Occupational Air Force after German defeat. Recently stated requirements raise the authorized reserve in aircraft for Bombardment, Fighter and Liaison types to 50% of UE. Likewise the combat crew requirements have been increased to 50% of UE in Fighter and Night Fighter units and 100% of UE in Troop Carrier units.

2. Increases in the stated requirements for units deployed to the Occupational Air Force were based on the following assumptions:

a. Certain combat units originally deployed to the Occupational Air Force may be redeployed to active theaters against Japan if opportunity for their profitable employment develops.

b. The aircraft to satisfy the higher requirements will be available in HFO-HFO at the time of German defeat. It is considered more prudent to authorize their retention in units of the Occupational Air Force than to declare them excess to AAF requirements and available for disposition under existing regulations.

c. High operational effort is visualized for fighter and troop carrier units of the Occupational Air Force. Even after organized resistance has terminated, suppression of guerrilla activity and patrol work will keep fighter units fully employed. Heavy reliance of U.S. Forces in Europe on air transport after VE Day is anticipated. It is believed these operations will justify the higher crew requirements stated in AAF Ltr (C) 55-3.

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3. It is considered desirable to amend the published planning factors to reflect the revised strength requirements of units to be deployed to the Occupational Air Force.

III. Recommendation

Approval for publication of attached proposed revisions (Tab A) of AAF Ltr (C) 150-1 and (Tab B) of AAF Ltr (C) 150-2.

Signed

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

2 Attach.
Tab A
Tab B

*Approved by CAS
3/23*

Signed

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

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Krup
11/19/45

Approved by authority of
CG AAF

Date _____
Initials _____

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DECLASSIFIED

8 Jan 6 20 June 1974

By ALN/BC LC Data 10-147-76

30 NOV 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Additional Offensive Fighters for ETO

1. On 27 November, General Arnold directed that the feasibility of providing 500 additional fighter aircraft to our ETO Air Forces for offensive operations (as suggested by Mr. Lovett) be investigated.

2. We are faced with a critical shortage of fighters in meeting present commitments. The shortage of first-line fighter types aggregates some 2000 aircraft throughout our training establishment, obsolescent types being in current use as a stop-gap measure. It would be impracticable to provide 500 additional fighters to the ETO forces this winter without making corresponding cuts in fighter commitments elsewhere. Depriving our Air Forces deployed against the Japanese of these fighters could only be accomplished with an extremely adverse effect upon the small fighter forces engaged in the Pacific war. Taking these fighters from the XI would compound our difficulties, since an increase of 500 fighters in Europe would require an increased flow of fighter replacement pilots to that area, result in a loss of 500 training fighters in the U. S., and further reduce our capability of meeting the increase in fighter pilot training requirements. The personnel required to man 500 fighters in sustained operations would aggregate that required for five fighter groups with supporting services, unless the additional fighters were spread throughout units presently deployed in ETO. We do not possess the necessary personnel within the XI, and, in any case, could not produce the trained units this winter. From a personnel and training point of view, the only feasible solution would be to place approximately 16 extra fighters in each fighter group of the Eighth and Ninth Air Forces. However, these fighters would then have to be used in conjunction with the normal operations of the Eighth and Ninth Air Forces and our primary purpose would be defeated at its outset. Further, General Spaatz has already given first priority to basing Eighth Air Force fighter units on the continent, but the airfield, communication and logistic situation makes this project one of great difficulty. Even if we could make fighter aircraft and people available from the XI, the units could not be based on the continent this winter and thus could not be effectively utilized. We are faced here with a very real problem of making bricks without straw.

3. It is apparent that bringing 500 additional fighters to bear against the Germans this winter without prejudice to other urgent commitments is not feasible. One commitment, however, might lose its urgency provided decision were made to utilize on a large scale stripped B-29's, rather than standard B-29's, against the Japanese. Decision to strip all of the B-29's for which the 301st Fighter Wing is now

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designated as escort would present us with the use of a complete fighter wing consisting of 5 WLR fighter groups. These groups, considering their range, might be used effectively next spring in offensive operations from bases in the U.K. No other real possibility exists within the AAF for providing an additional 500 fighter airplanes to the European Theater within the foreseeable future.

4. It is, however, considered doubtful that any additional fighters are required for offensive fighter operations against the Germans in view of the on-hand potential of 6864 AAF fighter pilots and 5152 AAF fighter aircraft in the four ESO-ESO air forces. What appears to be required is an increased emphasis on such use of fighters. In this connection it is noted:

a. That the sortie rate of Eighth Air Force fighters compares favorably with the world average sortie rate and that Eighth Air Force fighters have actually been used in the last six months on many low level attack missions.

b. That the Job Stuart type operation, which essentially consists of attack on communications to "isolate the battlefield," has been used frequently in Europe, as in the Normandy invasion and as is now projected against Ruhr communications (with all available AAF and RAF aircraft) for the first good stretch of weather. The concept of slashing at communications in rear of the battlefield definitely exists with our European commanders, although not entirely to the extent which might be considered desirable. It is a notable fact that the most striking applications of this concept have frequently occurred as the result of "needling" by this Headquarters.

c. That such use of Eighth Air Force fighters by General Spaatz has only been undertaken when the escort cost to the heavy bomber offensive can be minimized in terms of three and four-day weather forecasts. General Spaatz' principal mission, of which he has never been relieved, is to conduct the heavy bomber offensive against Germany.

d. That Ninth Air Force fighters are divided into the Tactical Air Commands which support our field armies and, although no real bar exists to using these forces for deep penetrations of Germany, there exists in SHAEF a natural inclination to give each Army commander the benefit of the doubt when he demands fighter action on his immediate front. This tends to destroy the inherent flexibility of air power.

5. Quastner's suggestion that we base all fighters in France and attack Germany with fighters in pairs is impractical at this time. Even without regard to the cost to other operations, both air and ground, facilities do not exist to base all fighters on the continent. Further, using fighters in pairs within Germany until such time as German fighter strength has been dissipated might well result in whittling us down to German fighter size.

6. The maximum use of offensive fighters within Germany in squadron formation would, nevertheless, be most desirable this winter, providing

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the effort is not too costly to other commitments. Our air effort in Europe is being employed to the fullest extent possible in terms of weather, base facilities, the overall directives under which commanders are operating, and the concepts for the use of air which there exist. We have presently no radical ideas to offer General Eisenhower or General Spaatz. If we are to give further emphasis to offensive fighter use, we can do this only by changing commanders in Europe, changing the directives under which they operate, or changing their concepts to lessen emphasis on present directives. There is attached for your approval a letter to General Spaatz which is considered to be the only action now feasible or desirable.

1 Incl
Proposed letter to
Gen Spaatz

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

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By Authority of
The Commanding General
Army Air Forces

2/15/45 *H. J. H.*
Date Initials

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DOO ltr

8 Jan. 4 20 106 107X

By 310/AC LC Date 10-11-76

15 FEB 1945

MEMORANDUM FOR CHIEF OF AIR STAFF:

Subject: Request from HTO for Additional P-47s.

1. Reference General Giles comment, "COMAF - Let me know what we plan on doing and notify Spaatz", which was made regarding General Spaatz' message UA-64066, dated 11 February, following action was taken by cable on 13 February; CM-OUT 36648.

a. Informed theater of flow of P-47s as revised by February allocations, stating flow is calculated to be sufficient to replace losses of 20% of US per month, and maintain units at authorized strength.

b. Stated replacement flow for two (2) P-47 groups being transferred to HTO from HTO would be furnished from U. S.

c. Stated 100% of P-47s AAF availability for February and March is allocated to HTO and HTO, and that flow for April and May is expected to include 572 P-47s.

1 Attach:

None frn Cable Secy to COMAF.
dtg 15 Feb 1945.

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



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Date _____ Initials _____

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DOO WTS

8 Jan. & 30 June 1944

AFRAD
IA Col Hallbrook/jet/72488
Wrtm 10 February 1945

14 FEB 1945

Major General Carl Spaatz
U. S. Strategic Air Forces in Europe
A. P. O. 430
c/o Postmaster, New York, N. Y.

Dear Tony:

Although there have been several exchanges of cables with you on the subject of the P-49 since my visit, I want to bring you up to date.

The P-49 program has been assigned top priority by the Air Force on an equal footing with the P-39 program. I don't anticipate any conflicts between them, but any that arise will be referred to us for decision.

The latest P-50A production estimates for 1945 are improved considerably over those we gave you in our radio message on 25 January. They are as follows:

Feb 1945 - 1	Aug 1945 - 62
Mar 1945 - 2	Sep 1945 - 88
Apr 1945 - 5	Oct 1945 - 140
May 1945 - 10	Nov 1945 - 180
Jun 1945 - 15	Dec 1945 - 230
Jul 1945 - 35	

The critical item is engine. In addition to General Electric production, which is increasing according to schedule and may be further improved, Allison starts production in March and will eventually be our chief source of P-49 engines. We are watching these two plants closely and are giving them every assistance possible in the matter of priorities. We don't doubt that Lockheed, later augmented by North American, will produce sufficient airplanes to meet the engine schedule.

On 25 January we called you and Iva Baker for your recommendation on the number of production P-49's that should be modified for reconnaissance. As was pointed out in that cable, it is estimated that the floor time will be increased by approximately one month on the airplanes assigned to the reconnaissance program. Of course any number so modified will reduce your fighter program accordingly.

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(13)

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RELEASING

Five allocations of the production aircraft have not yet been made, but we will hold a certain number of the first articles in this country for through tests and essential training. Anxious as we are to get this airplane into combat as soon as possible, it would be extremely desirable to commit to you a radically new type of aircraft such as this without finding out all there is to know about it first. All we really know so far is that it is fast. We have already lost three of the preproduction article, including the one lost in the I.T.C., and on Friday we almost lost another on which we don't as yet have a full report.

All of the tests and training projects will take about the first thirty aircraft. After this they will start going to you and Italy. Except for those to be used in reconnaissance, you will undoubtedly want to equip a full group before you commit them to combat as fighters. Therefore, the above allocations for tests and training will not unduly delay your first jet operations.

The accelerated service tests with the P-50 are scheduled to start on the 15th of this month at Rome. We are running simultaneous tests of ground defense against low level jet attacks and hope to develop some facts and techniques that will help you if the Germans employ their jets against your bases.

You will be interested in knowing that we are now experimenting with a method to increase the war emergency performance of the P-51. We feel that if we can reach a war emergency speed of about 300 m.p.h. with the P-51, that this will add you greatly when encountering the German jet propelled fighters. We now have two test program underway. One is the installation of the new jet-boost take-off unit. It is planned to break this unit down into its component parts and make the installation internally. This unit uses liquid fuels and produces 1500 lbs. thrust for one minute, or 1000 lbs. thrust for forty seconds. It can be used intermittently, much like the German H-16. From preliminary calculated performance data, we believe that we will be able to reach a maximum speed of 24,000 feet of between 330 and 340 m.p.h., and a maximum speed at sea level of 445 m.p.h. The other method that is now being tested is the injection of nitrous oxide into the induction system. With this it is estimated that we can boost the war emergency power of the -7 engine to approximately 2300 horsepower. It is expected that this will give a top speed of 450 m.p.h. at critical altitude. Both of these installations will decrease the combat radius of action of the P-51, but it is believed that by having these aircraft at your most forward airbases, they will be able to furnish escort on your deepest penetrations. If these methods prove successful, we will furnish kits to your field installations. We will keep you informed regarding the outcome of these tests.

Sincerely,

Signed

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

14 FEB 1945

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DDO HRS

8 Jan & 20 June 1974

By ALB/SG/IC, Date 12-14-74

~~SECRET~~

Approved by authority of
Commanding General AAF

Suggested Letter to General Spente

Date _____ Initials _____

Chief of the Air Staff

10 FEB 1945

AS/AS, Operations, Commitments and Requirements

Lt Col Holbrook/¹jad/71482

General Giles requested that a letter be prepared for his signature outlining to General Spente the status of the P-80 program. A proposed letter for General Giles's signature is attached.

Incl
Pro. ltr to Gen.
Spente

Signed

WILLIAM F. MCKEE

Colonel, USAF

Acting Chief of Air Staff

Operations, Commitments & Requirements

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RECORDED
DOO WTS
8 Jan. & 20 June 1974
By: [unclear] Date: [unclear]

RECEIVED

20 January 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Bombing from "Puddle Jumpers."

1. Reference is made to your comment this morning concerning bombing from puddle jumpers. On 15 January we received a cable from Eisenhower number EI 86688 which stated in effect that there is no requirement in that theater for bombing at night with Field Artillery puddle jumpers. It may be assumed certainly that there is no requirement for day bombing by puddle jumpers.
2. General Eisenhower sent copies of this cable to General Spaatz and to the major Ground Force elements in his theater.
3. As far as we are concerned the cable from General Eisenhower closes the issue.

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

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8 Jan 4 10 Date 1974

By: [unclear] [unclear] [unclear]

27 DEC 1944

MEMORANDUM FOR ASSISTANT CHIEF OF AIR STAFF, M & S, General Echols:

SUBJECT: "Eagle" Radar Project for Eighth Air Force.

1. I have received a letter from General Spaatz stating the urgent necessity for a small number of "Eagle" equipped aircraft for the Eighth Air Force in connection with the attack of two synthetic oil plants. These oil plants have been attacked a number of times without too much success. This is due to the fact that in the past few months practically all of the bombing had to be done by radar and these two targets are very difficult to see with the standard radar. General Spaatz believes that the high resolution of the APQ-7 "Eagle" equipment will make it possible to see these targets when doing blind bombing.

2. General Spaatz mentioned in his letter the great importance of destroying the synthetic oil plants on which the Germans have great dependence. I concur and desire to do everything possible to meet General Spaatz's request.

3. Specifically, he wants four (4) B-24's equipped with AN/APQ-7 and twelve (12) B-17's similarly equipped. The B-24's should be available for departure to the U.K. by 15 January or as soon thereafter as possible. The B-17's should be ready to leave this country February 1st if humanly possible to complete the modifications incident to the radar installation.

4. Representatives of OC&R, your office, AC/AS Training and the Air Commandations Officer have been examining this project endeavoring to find a way to meet General Spaatz's desires. It appears that the B-24's can be made available only at the expense of training for the 315th Wing or by increased efforts in the modification center to turn out four (4) additional B-24's over and above those now scheduled. I have concluded that under no circumstances can the training of the 315th Wing be jeopardized by the diversion of B-24's earmarked for such employment. It will be necessary therefore to determine how the modification center can be made to turn out four additional B-24's. It will also be necessary to find means to equip twelve (12) B-17's with APQ-7 during January. I desire that you personally inform General Moyers of the urgency and high priority of the above requirements and ask him to recommend the way in which they can be met, together with information as to what interference will be occasioned to other high priority projects.

Copy for Gen. Giles
 452-1890
 6

27 DEC 1944

Signed

BARNEY M. GILES.

Lieutenant General, U. S. Army.

Deputy Commander, Army Air Forces and

Chief of Air Staff

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By: 2014-06-06

15 DEC 1944

MEMORANDUM FOR THE CHIEF OF AIR STAFF
ASST: BRIGADIER GENERAL P. V. TIMBERLAKE

SUBJECT: W-50A Airplanes for HSO.

1. Pursuant to the request of Brigadier General Timberlake to be informed as to the departure of the two W-50A airplanes for H.F.O., you are advised that these two airplanes together with two spare engines, one for each airplane, departed this date by water transportation from the Port of Newark, Newark, N. J. Mr. C. H. Smith, Lockheed crew chief, is accompanying the shipment. The estimated date of arrival of these airplanes in H. F. O. is 28 December 1944.
2. Arrangements are being made to ship two additional spare engines by air approximately 1 January 1945.

(Signed) O. P. Echols

O. P. ECHOLS
Major General, U.S.A.,
Asst. Chief of Air Staff,
Material and Services

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SAS 452.1 ETC (5)

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8 Jan. & 20 June 1974

By ~~ASST 786 LC, Dow 30, 11/11/76~~

~~SECRET~~

Major R. C. Schulte/new/6064
Written 21 Nov. 1944

25, D. C.

21 NOV 1944

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES
THRU: Chief of Air Staff

SUBJECT: Cable Requesting German Jet Propulsion Engine

Attached is a cable to Lt. Gen. Carl Spaatz, Commanding General, United States Strategic Air Forces in Europe, London, England, for your signature, requesting early shipment by air to the United States of one complete June 004 jet propulsion engine from ME-262 aircraft recently shot down behind the lines. We are extremely interested in the technical aspects of this engine and require one for test.

(Signed) O. P. Echols

1 Incl.
Cable to CG USSTAFF
21 Nov. 1944 for Sig.

O. P. ECHOLS
Major General, U.S.A.,
Asst. Chief of Air Staff,
Material and Services

COPY FOR CHIEF OF AIR STAFF

AFDMA-2

AFDMA-1

AFMD-1

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SFS 4501 ETC (+)

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8 Jan. & 20 June 1974

By AIN / RG / IC. Date 10-14-76

Hq. AAF, AFIMA-28

21 November 1944

Major R C Schulte/maw/ore

6064

Secret

Priority

OO USSTAFF, LONDON, ENGLAND

UNDERSTAND YOU HAVE TWO MIKE EASY TWO SIX TWO AIRCRAFT WHICH WERE SHOT DOWN AND ENGINES ARE IN FAIR CONDITION PD IT IS REQUESTED THAT EVERYTHING BE DONE TO OBTAIN ONE COMPLETE JUMO ZERO ZERO FOUR JET PROPULSION UNIT FROM THESE AIRCRAFT FOR AIR SHIPMENT TO THE UNITED STATES AT THE EARLIEST POSSIBLE MOMENT PD PARAN TO SPAATE FROM AMBOLD PARIS WE ARE EXTREMELY INTERESTED IN THE TECHNICAL ASPECTS OF THE ENGINE DESIGN AND NEED ONE ENGINE FOR TEST AS SOON AS POSSIBLE PD ADVISE THIS HEADQUARTERS OF ALL SHIPPING INFORMATION THAT IS PERTINENT

H. H. ARNOLD, Gen., USA
Commanding General, AAF

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000 hrs

8 Jan. & 20 June 1994

Dr. J. S. / RG. MC. Date 10/14/74

F-14 (P-304) Reconnaissance Aircraft for ETO

AG/AS, Operations, Commitments and Requirements

8 November 44

Chief of the Air Staff

1

Recommendation contained in paragraph 4 of the basic memorandum is not concurred in at this time.

Signed

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

1 Incl.
Memo from OGR same
subj 11-7-44

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FEB 4 - 1942

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

Handwritten: H-2-1
From Clark - before 20.4

MEMORANDUM FOR THE SECRETARY, GENERAL STAFF:

Subject: Disposition of United States, British and Dutch Aircraft in the AEMA Area.

1. The following indicates the disposition of United States, British and Dutch aircraft in the AEMA area:

	UNITED STATES				BRITISH		DUTCH		AVG.	
	ARMY		NAVY		There	On Way	There	Planned Total	On Hand	On Way
	On Hand	Planned or Operating in Total	On Hand or in Route	Planned or Operating Total						
Pursuit	302	320	627		91	168	42	269	12	50
LB	52	57	67	18	PHY	2,100	71	162		
MB	0	114	0	No add. planned		0	0	31	162	
MD	26	80	63			0	0			
Misc.								18 f. boats		

- Estimate 60 Pursuit from Manila, x Also in New Guinea losses to be added 29 lb. 14 flying boats

Dispersed
FEB 5 1942
AAG

WRC: W. E. Arnold
E. H. Arnold
Lieutenant General, U.S.A.,
Chief of the Army Air Forces

Handwritten: Return to A-2
~~SECRET~~
AirAS 432-17a East (10)
A-2/152

CONFIDENTIAL

DECLASSIFIED

DDO ltr

8 Jan & 20 June 1974

By IC Date

FEAF A-26 Aircraft

AG/AS, W&M, Materiel Division

AG/AR, COMB, Requirements Division

Handwritten: 5/11/45 JPK
DAS
8 - MAY 1945
1

Lt. Col. Puckett/vaJ/71608

1. It is assumed that the modifications now being performed on the first project of 25 A-26B Aircraft going to FEAF will be accomplished on all subsequent aircraft of this type delivered to that theatre. In addition, this office would like to see all of the subject modifications, which provide design and airplane improvements to the over-all suitability of the A-26, incorporated in all production aircraft in the shortest time possible.

2. It would be highly undesirable to send General Kenney any aircraft subsequent to the first 25 which do not embody the modification improvements which are being performed on these first 25 aircraft. Therefore, every effort should be made to modify all subsequent FEAF A-26s in accordance with General Kenney's desires and to incorporate these modifications in all production aircraft.

Comd Br. _____

LUDIE OL PETERSON
Colonel, Air Corps
Acting Chief

A/C Sec. _____

APPRO/M _____

Vertical handwritten: SAS 45-21 Jan 67 (27)

Handwritten: gile
5/11/45

CONFIDENTIAL

Handwritten: 501452.1 Jan East (27) ✓

Handwritten: Ben Linnville

SECRET

Approved by authority of
Commanding General AAF

DECLASSIFIED
DDO Hqs

8 Jan. & 20 June 1974

By / /

4/7/45
file

5 APR 1945
Date

S.P.M.
Initials

J.M.L.

D.A.S. (7)

Modification of 3 B-25 Aircraft for *YAAF*

AG/AS, NMR (Asst Major Baird)

6 APR 1945

AG/AD, OORR, Requirements Division

Lt. Col. Cosans/vaj/6092

1. It is requested that the two B-25 aircraft allocated to the *YAAF* for demonstration and familiarization purposes and the one B-25 which will accompany the above two as a spare parts supply airplane be modified to incorporate the following changes:

<u>NR. No.</u>	<u>CHANGE</u>
20623	Install flank blankets for crew protection.
2131	Electrical bomb rack wiring, separate valve and normal circuits.
2240	Electrical bomb salvoing switch-on all the time.
2003-7	Aileron tab control tube - eliminate interference with aileron servo motor cradle.
2163	Eliminate interference between rudder cable and out-pilot rudder servo cover.
2187	Ditching provisions.
2078	First aid kit provisions.
2017	Flight instruments to copilot.
2154	Type A-2 portable oxygen bottles in lieu of type A-1.
2178	Charge platform in bomb bay.
20741	Oil line shut-off valve.
2090	B-2 bomb hoisting provisions.

2. These are special modifications and should be accomplished on a 1-4 priority.

3. It is understood that the following changes will be incorporated in production prior to the delivery of the above 3 aircraft. If not, it will be necessary to accomplish these changes prior to departure of the aircraft.

<u>NR. No.</u>	<u>CHANGE</u>
2276	Install red signal light on instrument panel.
2206	Install seals on A-17 nose turret.
2237	Nonhardier safety harness.

4. It is understood that the three aircraft to be allocated on this project will be the 28th, 59th, and 60th factory articles.

5. Request that this office be notified of the approximate date modifications will be completed. If possible, the first two airplanes should be ready for departure the 20th of April and the third airplane approximately one week later.

Sent by _____
A/S Sec. _____
APR 1945 _____

L.P.H. 4/5/45
LUELIE C. PETERSON
Colonel, Air Corps
Acting Chief

SECRET

SAS 452.1 For Cash (26)

SAS 452.1 For Cash (26)

Don Simulak

~~CONFIDENTIAL~~

12

DAS

DECLASSIFIED
DDO 118

8 JAN 8 1994
BY SP-6 JAC/BJP/STP/STP

A-26 Modifications for F7AF

Asst C/AS, M&S, Materiel Division, Production Branch

26 FEB 1946

Asst C/AS, OCR, Requirements Division

Maj Nelson/alj/5692

1

1. It is requested that the following listed equipment be incorporated in all A-26 type aircraft destined for F7AF:

- a. Pilot's magnetic compass
- b. Provisions for A-1 fragmentation bomb racks
- c. .50 caliber gun nose
- d. Internal wing guns, and zero rail rocket launchers.
- e. Radio equipment to include the following - SCR-522, 7B adapters, SCR-695 IFF, SCR-274, with the following component parts:
 - k53 A
 - k54 A
 - k55 A
 - k57 A
 - k58 A
 - k59 A (Stowed) ^{ea}
- f. Standard 675 gallon bomb bay ferry tank
- g. Astro compass and driftmeter accessible to navigator in pilot's compartment
- h. Navigator's seat
- i. Navigator's chart board
- j. Wing bomb racks
- k. Pilot's bulletproof glass
- l. Install Satten type harness in aircraft
- m. Remove lower turret and install additional gas, if possible
- n. Camouflage all aircraft
- o. Water injection
- p. AN/ART-13 radio equipment installed in accordance with previous instructions. Reference RER to AG/AS, M&S, AFDMA-277, dated 29 January 1945, subject "AN/ART-13, A-26s - Pacific Ferry Route," Comment 1.
- q. Provisions for carrying jettisonable fighter belly tanks on the wing racks, for increased range.

2. This office requests to be advised of the action taken.

3. Allocation of aircraft by Commitments will determine priority necessary.

Bomb Br _____
 A/C Sec _____
 SAC Sec _____
 AFHQ/M _____

BUDD J. PRASLEE
 Colonel, Air Corps
 LESLIE G. PETERSON
 Colonel, Air Corps
 Acting Chief

SAS 452.1 For East (25)

Ken Timberlake

~~CONFIDENTIAL~~

SAS 452.1 For East (25)

SECRET

DECLASSIFIED
DDO IIS
8 Jan & 23 June 1977

DECLASSIFIED
DDO IIS

By: _____
LC, Date: _____

By: AIN/BC _____

13 February 1945

MEMORANDUM FOR CHIEF OF AIR STAFF:

Subject: Fighter Aircraft Situation in Far East

1. In conferring with General Echols on the latter's recent trip, General Kenney said that his major problem was shortage of fighter aircraft, particularly P-38's. Our problem in this regard is not so much availability of fighters, but lack of shipping space. Last week we sent a radiogram to MacArthur signed Marshall giving the entire fighter picture and requesting priorities on shipping. In the event that General MacArthur is unable to make more shipping available and states that the requirement for these fighters is urgent, we propose to take action to secure carrier transportation from the Navy. The present fighter situation and the projections for April and May appear below:

	<u>P-38</u>	<u>P-47</u>	<u>P-51</u>	<u>Total</u>
Required On Hand	630	168	326	1,124
Actual On Hand 12 February	509	238	204	951
At Sea 12 February	66	-	32	98
At POE 12 February	83	-	212	295(a)
Available Balance February	211	-	10	221
Available March	60	25(b)	32	117
Available April	100	13	32	145
Available May	68	18	32	118

(a) Twenty (20) P-38's and 121 P-51's now at POE are booked for shipment within approximately ten (10) days.

(b) UE for 201st Mexican Squadron from AAF availabilities.

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

File
2/13/45
Jel

File
2/14/45

COPY FOR GENERAL HOOD

SECRET

452.1 Far East (23)

SECRET

8 Jan & 20 June 1974

Dr. 41-7 / R.C. LC. Date: 10-1-72

12/29/44 JCU

29 DEC 1944

MEMORANDUM FOR: AC/AS, Training
AC/AS, Personnel
AC/AS, Operations, Commitments & Requirements
AC/AS, Materiel and Services

Subject: Sixth Emergency Rescue Squadron

1. General Kenney has indicated by cable that there is an emergency need for the early arrival of the 6th Emergency Rescue Squadron in his theater. Operations planned for the very immediate future demand that his emergency rescue units be increased to the extent of being capable of taking care of air crews forced down.

2. It is directed that immediate action be taken to activate the 6th Emergency Rescue Squadron not later than 1 January 1945 and that the squadron be completely manned, equipped and prepared for movement to the Southwest Pacific Area in January 1945, therefore:

a. AC/AS, Training will insure the activation of this organization by the date prescribed.

b. AC/AS Personnel will select qualified personnel to assure its complete ~~manning~~ manning, using as a source any unit or units now undergoing manning or bulk allotment with the exception of VEB units and five (5) VLR fighter groups.

c. AC/AS, Operations, Commitments and Requirements will provide sufficient aircraft to meet the requirements of the squadron.

d. AC/AS, Materiel and Services will take immediate action to modify and prepare the aircraft allocated.

Signed

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

29 DEC 1944

29 DEC 1944

44

Copy for AFSAS

SECRET

S4S 452.1 Jan East (2)

108452.1 Jan East (2)

~~SECRET~~

DECLASSIFIED
DDO HRS

8 Jan 80 1000 1974

By:

Additional Emergency Rescue Squadron for Far East Air Force
Chief of Air Staff

27 DEC 1944
33-200-1044

AC/AS, Operations, Commitments and Requirements

1
CPL:GKJ:3753

1. In CW IN 21524 dated 22 December 1944 from the Far East Air Force, General Kenney expressed an emergency requirement for additional aircraft and an additional emergency rescue squadron with which to provide coverage for his forthcoming operations.

2. Expedient action must be taken if we are to get the 6th Emergency Rescue Squadron to him in time to be of value.

3. Although, the attached memorandum is a little strong in words, I believe that necessity for action demands its issue, therefore, recommend its approval and signature.

For AC/AS, Trng, Personnel,
CER, MAS, and ATC
- subj: 6th Emerg Rescue Sq

Signed

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

~~SECRET~~

CONFIDENTIAL

DECLASSIFIED
8 Jan 6 20 1974
By: AUC 486 AC, DAA 10-114-74

QA-10A Modification Program

Asst C/AS, HHS.

07 11 1944

Asst C/AS, OCAR (Requirements Division)

**1
Capt. Flint/epw/4847**

FILE COPY

1. The modification rate of the QA-10A projects on hulls and radar is not deemed satisfactory, particularly in view of the priority given the program.

2. A U.R. on the hull was submitted on May 27, 1944, and the requirement for the radar modification was submitted on May 13, 1944. To this date there is not a single fully-modified airplane in operation. Reference is made to RAR from this Division dated 25 July 1944 pertaining to QA-10A modification which explains most of the delays in this program. No acceleration has been apparent in the program since the transmittal of above RAR.

3. At present the hull modification rate at Keesler Field Sub-Depot is approximately two per week. At that modification rate it will take thirty weeks before the remaining aircraft have been hull strengthened. These aircraft cannot be used operationally until this modification has been effected.

4. The 4th Emergency Rescue Squadron has been on movement orders since June 15, 1944. On this date, October 11, 1944, the hull modification on their airplanes is approximately 60% complete. On this date, October 11, 1944, none of the radar modification has been done and there is not even an estimate available as to when it will be done. No actual work has been started on this modification.

5. It is requested this office be advised of action taken to remedy this situation.

Emer. Res. Br. _____
AFREQ/M _____

**MERVIN E. GROSS
Brig. Gen., USA**

CONFIDENTIAL

808 452-1 For Each (22)

DECLASSIFIED

DDO Hqs

8 Jan. & 20 June 1975

By ALB/BS LC, Date 10/2/76

SECRET

Fighter Aircraft for Far East Air Forces

AC/AS, Operations, Commitments and Requirements

12 December 44

1

Chief of the Air Staff

The recommended diversions of aircraft as outlined in paragraph 3 of the attached memorandum are approved.

Signed

F. H. SMITH, JR.,

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

1 Incl.

Memo 12-12-44 from OCR

SAS 452.1 Far East (27)

12807000

14 DEC 1944

68

File
cc

SECRET

SAS 452.1 Far East (27)

CONFIDENTIAL

AFGHS
RHM/jrc/74454

CLASSIFIED

DEC 1974

9 November 1944

MEMORANDUM FOR COMMANDING GENERAL, ARMY AIR FORCES

Subject: "General H. H. Arnold Special"

1. XX Bomber Command advises that on the Singapore mission, 8 November, the "General H. H. Arnold Special", because of fuel shortage, bombed the secondary target, a large oil refinery situated near Padan, Sumatra.

2. Accuracy anticircraft was reported and during the bomb run, flak exploded on both wingtips. At one point the Special took an evasive turn and the crew saw flak explode where the plane had been flying.

3. The bombing report was "good" and smoke was seen to pour from the target. The Special was then attacked by two fighters. The pilot opened up and the Special flew away from them at 300 miles per hour and the enemy could not catch ~~them~~.

4. The Special flew along the entire trip, 3,200 miles, and 14 flying hours, and encountered severe storms on the return trip.

5. Major Gordon L. Eaton, pilot, and his crew flew the plane because of the illness of Captain Price, the Special's pilot. Major Eaton's plane was undergoing engine change.

Classification changed to

UNCLASSIFIED

by Authority of the
Commanding General,
Army Air Forces:

By: W.F.S.

N. F. Sillsbee

Lt. Colonel, A. C.

Inf. Control, AC/AS, Intelligence

Date: 13/1/44

To: S/AS

HEI SMITH
Colonel, Air Corps
Chief, Office of Information
Services

FORM FOR Capt. Smock, Dec 27 1944

CONFIDENTIAL

SAS 452.1 For Ent (20)

SAS 452.1 For Ent (20)

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DECLASSIFIED
DDO ItS

8 Jan. & 20 June 1974

By ALAN G. B. MC DONALD, JR.

~~SECRET~~

May 29, 1942.

MEMORANDUM FOR THE CHIEF OF STAFF.

**Subject: Deliveries of Heavy Bombardment
Airplanes.**

1. Apropos of the conversation in your office the other morning with Mr. Johnson, herewith is a summary of deliveries of heavy bombardment airplanes to the Far East by flight through Brazil via Brazil - South Atlantic - Africa.

2. In practically all instances, these airplanes were flown by full combat crews and not by ferry crews.

3. Of the total of 77 airplanes involved:

- 80% - delivered
- 6% - now under repair
- 6% - total loss.

1 Att.
Memo 5/28/42

M. F. HARMON,
Major General, U. S. A.
Chief of the Air Staff.

~~SECRET~~

*File
in 1059/42*

Dispatched
MAY 29 1942
AAG

HEADQUARTERS		ARMY AIR FORCES				COORDINATION				
Chief of Staff	Sec'y of Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Sta-tistica

AAF-39

Air 08452-1 Far East (15)

452.1 Far East (18)

SECRET

DECLASSIFIED

DDO 375

8 Jan & 20 June 1973

By: [unclear] / [unclear] LC Date: [unclear]

May 28, 1942

MEMORANDUM FOR GENERAL HARMON:

Subject: Deliveries of Heavy Bombardment Airplanes to Far East by Eastern Ferry Route.

1. The following information relative to Heavy Bombers delivered by eastern ferry route is furnished in accordance with your request:

British Middle East - LB-30's

(Departed Bolling Nov. 20 - Dec. 6th)		
Delivered at Cairo Nov. 29th to Dec. 13th	4	
Crashed at El Obeid, partially due to British handling of field, salvaged for parts by British	1	5

Far East - LB-30's

(Departed Dec. 29th to Jan. 2nd)		
Delivered in N.E.I. Jan. 10th to Feb. 11th		6

X Mission - B-17's

(Departed Dec. 28th to Feb. 4th)		
Delivered to Australia before Feb. 19th	30	
Delivered to 10th A.F.		
Before March 15th		12
March 20th (Delayed in Karachi by cracked cylinder heads)	2	
March 29th	1	
Returned to U.S. for repair	1	
At Belem - landed in swamp	1	
At Kano - defective supercharger	1	
Crashes:		
Jan. 5th Clewiston (in 3 A.F.)	1	
Feb. 7 Natal - stall	1	
Feb. 8 Aogra - tail wheel failure	1	
Feb. 10 Over Atlantic - sabotage	1	52

Col. Haynes - B-24

(Departed March 27th)		
Arrived April 7th		1

Col. Haynes - B-17's

(Departed March 27th - April 1st)		
Arrived April 11th to 16th		5

SECRET

~~SECRET~~

DECLASSIFIED
-40 115
1 JAN 8 10 1984
SECURITY INFORMATION

Project 157

(Departed April 22nd to 27th)
Arrived May 3rd to 14th
Returned to U. S. for repairs

	7	
	<u>1</u>	<u>3</u>
Total Heavy Bombers		77

SUMMARY -

Delivered without delay
Delivered after delay
Returned to U. S.
Under repair en route
Crashed

65	
3	
2	
2	
<u>5</u>	77

C. McCoy Jr.
Colonel, AAF

~~SECRET~~

DECLASSIFIED
 DOD 833
 8 Jan & 20 June 1974
 By 247/REG/SC Date 10/1/77

~~SECRET~~
 BY AUTHORITY OF THE
 CHIEF OF THE AIR FORCE
 (AIR AG) _____
 DATE _____ INITIALS _____

February 25, 1942

SUBJECT: Extension of Range on Pursuit Airplanes.

TO: The Chief of the Air Corps.

1. In several recent radiograms, General Brett has stressed the necessity for greater range in Pursuit Airplanes.

2. It is understood that the use of larger belly tanks is being investigated in connection with the P-40 series of airplanes.

3. Information is requested as to the action being taken to provide greater fuel capacity for the P-38, P-39, and P-47B airplanes.

By command of Lieutenant General ANNOLD:

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

Dispatched
 FEB 25 1942
 AAG

452.1 For Capt 15

HEADQUARTERS			ARMY AIR FORCES				COORDINATION			
Chief of Staff	Sec'y of Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WP	A-Ins.	Budget	Sta-tistics

AIF-39

~~SECRET~~

452.1 For Capt 15

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

DECLASSIFIED

DDO hrs

8 Jan & 20 June 1974

By ALM/RC LC Date 10-14-74

File No.

Tally No. AAF

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

SUBJECT: Extension of Range on Pursuit Airplanes.

NO.	FROM	TO	DATE	COMMENTS	REF/A-4 MFS/mhh
1.	AAF A-4	AAF AAG	1942 2/24	<p>1. Request that a letter, substantially as follows, be sent to the Chief of the Air Corps:</p> <p>"1. In several recent radiograms, General Brett has stressed the necessity for greater range in pursuit airplanes."</p> <p>"2. It is understood that the use of larger belly tanks is being investigated in connection with the P-40 series of airplanes."</p> <p>"3. Information is requested as to the action being taken to provide greater fuel capacity for the P-38, P-39, and P-47B airplanes."</p>	<p><i>[Handwritten initials]</i> TJH, Jr. C/A-4</p>
		<p>Hq. Army Air Forces FEB 24 AAG RECEIVED</p>			

(Do not write on reverse side)

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

~~SECRET~~

air 08452.1 Farland 15

~~SECRET~~

written Feb. 16, 1942

DECLASSIFIED

DOO hrs

8 Jan 20 2008

By: ~~SP-4~~ ~~SP-4~~ ~~SP-4~~

FEB 17 1942

MEMORANDUM FOR THE PRESIDENT:

Reference is made to memorandum from the White House, February 13, 1942, inclosing letter from the Under Secretary of State, dated February 11, 1942, with reference to a communication from the New Zealand Minister, Mr. Nash, concerning conditions in New Caledonia, copy of which is attached.

Arrangements have been made this date with the New Zealand Minister, through Group Captain Isitt, New Zealand Air Attache, to turn over to the New Zealand Government six aircraft (type O-47), for the purpose of alleviating the reported condition in New Caledonia. These aircraft were part of a shipment reported to have arrived in Brisbane, Australia, aboard the S. S. Hammondport, on February 5, 1942.

It is felt by this office after consultation with the New Zealand Legation that the above arrangements will be eminently satisfactory.

Attached is a letter for your signature to the Under Secretary of State.

Dispatched

FEB 17 1942

AAG

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

Incl. - memo fr. N.Z. Air Hq.

Draft ltr to U. Sec. of State.

452.1 Jan Encl-13

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
					1175						

A 7 97

~~SECRET~~

written Feb. 16, 1942

DECLASSIFIED

EO 13526

8 Jan. & 29 June 1978

By SP-6 G. M. [unclear]

The Honorable,
The Under Secretary of State.

My dear Mr. Welles:

With reference to your memorandum of February 11, 1942, transmitting a copy of a message with reference to conditions in New Caledonia, forwarded by the New Zealand Chief of Air Staff, to the Chief of the Air Staff in Australia, the following action with reference to the matter has been taken.

I have arranged with General H. H. Arnold, Chief of the Army Air Forces, to turn over to the New Zealand Government six aircraft (type O-47), which were part of a shipment reported to have arrived in Australia on February 5, 1942.

I believe, after discussion with the New Zealand Minister, that this arrangement will be eminently satisfactory, as far as ameliorating present conditions in New Caledonia.

Very sincerely yours,

o

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						
				HRB						

AAF-39

~~SECRET~~

A-1296

THE WHITE HOUSE
WASHINGTON

February 13, 1942.

MEMORANDUM FOR

MAJOR GENERAL H. H. ARNOLD

Will you take up the enclosed with the New Zealand Air Attache?

F. D. R.

DECLASSIFIED
 DOD AFS
 8 Jan 6 10 June 1974
 By 457/46 LC DOW 10/24 (AIR AG)

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

February 14, 1942

SUBJECT: Ferrying of Airplanes to the Far East.

TO: The Commanding General, Air Force Combat Command.

1. A secret radiogram has been received from the Air Corps Ferrying Command Representative at Bangalore, India stating:

a. Hydraulic systems of gun turrets and machine guns on airplanes being ferried to the Far East are unserviceable due to lack of maintenance instructions to the combat crews.

b. Four 1820-65 engines are damaged due to improper light operations.

2. It is directed that you take the necessary action to insure that the combat crews of airplanes ferried to the Far East are sufficiently familiar with the operating and maintenance instructions covering the equipment they are ferrying to insure correct operation and satisfactory maintenance during the ferry flight.

By command of Lieutenant General ARNOLD:

H52-1 For Comd (17)

Dispatched
 FEB 16 1942
 AAG

R. C. LEWIS
 Major, Air Corp
 Acting Assistant Air Adjutant General

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 PLINICS
	<i>RM</i>	<i>ack</i>								

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**HEADQUARTERS AIR FORCES
 ROUTING AND RECORD SHEET**

DECLASSIFIED

DOD #15

8 Jan 8 30 June 1974

By SP4/EG / 10-14-74

File No.

Tally No. AAF 10-4/142

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

SUBJECT: Ferrying of Airplanes to the Far East.

NO.	FROM	TO	DATE	COMMENTS
1.	AAF A-4	AAF AAG	1942 2/11	<p align="right">AAF/A-4 MFS/soc</p> <p>I. It is requested that a letter substantially as follows be sent to The Commanding General, Air Force Combat Command:</p> <p>1. "A secret radiogram has been received from the Air Corps Ferrying Command Representative at Bangalore, India stating:</p> <p>a. Hydraulic systems of gun turrets and machine guns on airplanes being ferried to the Far East are unserviceable due to lack of maintenance instructions to the combat crews.</p> <p>b. Four 1820-65 engines are damaged due to improper light operations."</p> <p>2. It is desired that you take the necessary action to insure that the combat crews of airplanes ferried to the Far East are sufficiently familiar with the operating and maintenance instructions covering the equipment they are ferrying to insure correct operation and satisfactory maintenance during the ferry flight.</p> <p align="right"><i>MJS</i> TJH, Jr. C/A-4</p>
Eq. Army Air Forces		FEB 13	AAG RECEIVED	

~~SECRET~~

(Do not use reverse side)

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

A-2
Lep
2/4/42

~~SECRET~~

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

DECLASSIFIED
DOD 000
8 Jan 8 2010
By ALM/BC/IC Date 08 JAN 07

FEB 5 - 1942

MEMORANDUM FOR THE SECRETARY, GENERAL STAFF:

Subject: Delay of Aircraft for the ANDA Area.

1. You may expect a congestion of aircraft at Bangalore.
2. It is no longer safe to fly beyond Bangalore according to a wire received from Lieutenant General Brett. The nearest safe airport is in the Celebes Islands, a distance of 2900 miles.
3. The route west from the United States will also be held up due to strong head winds that blow between the west coast and Hawaii. These winds continue until about March 15th. Extra tankage is being prepared for those planes awaiting departure.
4. I have discussed this with WPD and am making further investigation relative par. 2.

452.1 from East 11

MILLARD F. HARMON
Major General, U.S. Army
Chief of the Air Staff.

DISPATCHED
FEB 6 1942
AAG

~~SECRET~~

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
				PO LTKS M						

AAF-39

W-2/154

~~SECRET~~

DECLASSIFIED

DD FORM 1
8 Jan 60 (Rev 1954)

ALSO C. G. I. C. Date 10-11-74

~~SECRET~~
BY AUTHORITY OF THE
CHIEF OF THE ARMY AIR FORCES

FEB 4 1942

FEB 4 - 1942

INITIALS

MEMORANDUM FOR THE SECRETARY, GENERAL STAFF:

Subject: Disposition of United States, British and Dutch Aircraft in the ANEA Area.

1. The following indicates the disposition of United States, British and Dutch aircraft in the ANEA area:

UNITED STATES BRITISH DUTCH AVG.

	ARMY		NAVY		There	On Way	There	Planned Total	On Hand	On Way
	On Hand	Planned Operating in Total	On Hand	Planned Operating Total						
Pursuit	302	380	687		91	168	42	269	12	90
LB	52	57	67	18	FBY	200		162		
MB	0	114	0	No add. planned		0	0	31	162	
HB	26	80	63		0	0				
Misc.								18 f. boats		

* Estimate 60 Pursuit from Manila, x Also in New Guinea

HEADQUARTERS ARMY AIR FORCE, 3rd 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
	Dispatched FEB 5 1942			100 475						
	AAG							H. H. Arnold Lieutenant General, U.S.A., Chief of the Army Air Forces		

~~SECRET~~

452-1 For Carl A-4/15

452-1 For Carl (10)

DECLASSIFIED

DDG WIS

8 Jan & 20 June 1974

By AW/AELC Date 10-24-76

~~SECRET~~

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

FEB 4 - 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, WPD:

Subject: Disposition of United States, British and Dutch
 Aircraft in the ARDA Area.

1. The following indicates the disposition of United States,
 British and Dutch aircraft in the ARDA area:

	UNITED STATES			BRITISH		DUTCH		AFG.			
	ARMY		NAVY	On Hand	On Way	There	On Way	On Hand	On Way		
	On Hand	Planned Operating Total	On Hand of Route							Planned Operating Total	Total
Pursuit	302	320	627			91	168	42	269	12	50
LB	52	57	67	18	71	100	71		162		
HS	0	114	0	No add. planned		0	0	31	162		
HS	26	80	83			0	0				
Misc.								18 F. boats			

• Estimate 60 Pursuit from Manila, lesses to be added

• Also in New Guinea
 29 lb
 14 flying boats

Dispatched
 FEB 5 1942

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

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A. insp.	Budget	Statistics
				100						

~~SECRET~~

AAF-39

A-5/153
 by 224521 For Cont (10)

452.1 For Cont (10)

5 k. m.
 12-10-41

PHILIPPINE ISLANDS

	<u>Before conflict</u>	<u>Losses</u>	<u>Still avail.</u>
Bombers (Heavy)	35	17	18
(Medium)	18 (B-18)	1	17
(Light)	52 (A-24A)		52
Pursuit (P-40B)	28		
P-40E	76	55	49
P-35A	50	15	35
P-26A	13	22	13
Miscellaneous			
B-10	10		10
A-27	8		8
O-49			
O-52	13	1	12
O-46A	6		6

Losses incurred since start of hostilities.

EN ROUTE

- 20 P-40E
- 18 P-40E
- 8 P-40D
- 25 P-39D

Disposition

Some (Freighter Ludington
 Unknown (Kleen Fontaine) departed 11/21/41
 Started but returned to San Francisco

An 05 4521 for Capt ②

HAWAIIAN ISLANDS

	<u>Before conflict</u>	<u>Losses</u>	<u>Still avail.</u>
Bombers (Heavy)	21		7
(Medium)	33 (B-18s)		6
(Light)	12 (A-20As)		8
Pursuit (P-40 B & C)	99		40
(P-36As)	46		
(P-26 As & Bs)	16		
Miscellaneous (B-12A)	6		
(O33, 49, 47 Bs)	17		
OA - 4A, 9, 8	5		
A-12	9		
AT-6	4		

DECLASSIFIED
 DOD ltrs.
 8 Jan. & 20 June 1974
 By: *AW* L.C.; Date 6/20/75

JOHN V. YORK Jr.
 Col. AF Corp.

~~SECRET~~

Jap losses 13 army 36 navy Jap imperial news.

Cable from McArthur:

"3 of 6 transports at Vigan received direct hits. One capsizing. Very close misses on other three, in our first bombing attack. The West Coast of Luzon from San Fernando to Vigan is receiving heavy attacks. There are heavy Naval forces at Aparri, at which point a landing and considerable strength is reported. Gen. McArthur reports that our Naval forces are attacking Jap Naval forces and are working in close cooperation with the Army. No operations are reported in the southern islands."

ONI. Reports 27 planes attacked Cavite (Manila Bay) with severe damage. They bombed without interference.

WES

Martin F. Scanlon
Brigadier General, U. S. Army
Assistant Chief of Air Staff, A-2.

DECLASSIFIED

DDO ltrs.
8 Jan 20 June 1974
By: AMM/C; Date 6/20/75

~~SECRET~~

~~SECRET~~

DECLASSIFIED

DD Form

8 Jan & 20 June 1974

ALN/EGAC Date 10-14-76

December 17, 1941.

Received from General Spatz Copy of
Secret memorandum for the Chief of Staff dated December 17,
1941,

Original

John Lewis Luce SSC

Copy No. 1.

[Signature]

Copy No. 2.

Copy No. 3.

[Signature]

Copy No. 4.

[Signature]

with 452.1 for Staff ⑧

~~SECRET~~

DECLASSIFIED

SECRET

Four PBX boats (Dutch) ready to leave at once to carry 7,000 lbs. each.

One B-24 at Cairo ready to move, can carry 5,000 lbs. from Cairo.

One B-24 will be ready Saturday and can carry 4,000 lbs. Leave from Balling Field or InGuardia.

6. First flight of three (3) B-24's (combat type) ready December 20th and three (3) per day thereafter to a total of fifteen (15). These planes carry their own spares and should not carry ammunition except for own defense load.

7. On convey Sava to Brisbane:

- a. 52 A-24's.
- b. 38 P-40's if Ludington O.K. bombs and ammunition.
- c. 48 pilots.

Hawaii:

- 2300
3/15
- 1. On 1st convey - 55 P-40's and P-39's.
On 2nd convey - 55 P-40's.
 - 2. In Hawaii - 70 P-36's and P-40's
25 B-17's
10 A-20A's.
 - 3. 18 B-17's on West Coast waiting for weather.

Peenemunde:

- 1. 9 B-17's on West Coast waiting for weather.

110
12
20
SECRET

*Given to be handled
on about same basis as to be
going to with.*

SECRET

DECLASSIFIED
000 lbs
8 Jan. & 20 June 1974
By 25-46 JG: Date 70-41-76

December 17, 1941

FAR BASE

1. **Flak** (17 knots) to sail earliest practicable date
now loading in San Francisco 55 - P-40s and crew
2. **Coalition** (21 knots) now due Honolulu returning empty from
Manila 70 - P-49s and crew
To sail about Dec. 24
Also 5 cargo planes and crew
3. **Carrier**, if authorized, from San Diego
Enroute from Curtiss plant and 24 - P-40s
Westover Field, Conn. 25 - P-40s
Leaving today from same places
Production rate - 7 per day P-40's

Carrier can take, in addition to one protective
Naval squadron, from 60 to 80 P-40's
Additional planes needed to complete complement
can be obtained from weekly production or from
West Coast units.
Pilots also will be ready.

Four air Clippers

- 3 flying boats will be ready in 6 days to carry
18,000 rds cal .50 each via Africa to Australia
or Manila (10 days for trip)
- 4 FMs (Dutch) ready to leave at once carrying
21,000 rds. cal .50 each.
- 1 B-24 at Cairo will possibly take 15,000 rds.cal.
.50 from there.
- 1 B-24 will be ready Saturday at Bolling Field to
carry 12,000 rds. cal.50
5. First flight of 3 B-24s (combat type) ready Dec.20,
and 3 per day thereafter, on West Coast, to a total
of 15. Planes will carry their gun spares, no
ammunition.

SECRET

~~SECRET~~

6. Convoy due Brisbane 18th inst

52 dive bombers
18 P-40s

On doubtful "Ladington" 20 P-40s

also bombs, ammunition,
45 pilots, ground crew.

Hawaii -

In Islands now -

70 B-40's & P-36's
10 A 20th light bombers
25 B-17's

On 21 knot convoy loaded
and ready to sail

55 P-40's
P-39's

On 17 knot convoy now
loading and will be ready
to sail by tomorrow P.M.

55 P-40's

On West Coast ready to fly to
Honolulu

18 B-17's

Panama

On West Coast ready to fly
to Panama

9 B-17's

~~SECRET~~

SECRET

WAR DEPARTMENT

OFFICE OF THE CHIEF OF ~~ARMY~~ AIR FORCES
WASHINGTON

A-3
BCR

DECLASSIFIED
DDO 10's

8 Jan. & 20 June 1974

By: ALM/SG JC: Date: 10-11-76

January 24, 1942.

MEMORANDUM FOR GENERAL ARNOLD:

1. Latest reports from the Far East indicate that the maximum U.S. planes of heavy bombardment type that could have arrived there include only twenty-four (24) B-17's. (Note includes 14 evacuated from Plum), three (3) LB-30's (609 Straubel, 612 Wade and 535 Dougherty) and two (2) B-24's. R.A.A.F. had 141 Hudsons, 143 Wirraways, 17 Catalinas, 11 Seagulls and five (5) Empire Boats. Radio No. 18, January 20, 1942 lists action as taking place on January 17, 1942 and Status Report as of 1200 G.M.T, 20 January 1942 shows two (2) B-24's seven (7) B-17's and one (1) LB-30 in commission and lists one (1) LB-30 lost in action and one (1) LB-30 missing in action.

2. Therefore, three (3) B-24's referred to in Radio No.18 are believed to be three (3) LB-30's (609 Straubel, 612 Wade, 535 Dougherty) which flew via Africa.

For Chief of the Air Staff:

Enc. (Paraphrase of secret message
41 from W/O Lt. Sandberg 1/20/42
dB#18)

W. Sandberg
EARL L. NAIDEN
Colonel, Air Corps

Assistant Chief of the Air Staff, A-9

JAN 26 1942

AAG Received

*Noted by
Lt. Col. [unclear]
1/24/42*

452.1 Far East (7)

DECLASSIFIED

SECRET

Am 452.1 Far East (7)

WAR DEPARTMENT
Office, Deputy Chief of Staff for Air
Date _____

MEMORANDUM FOR:

Col Dick:

General Arnold
wants to know
just what B-24's
or LB-30's there
were. Did we
send them over?
If so which route
Pacific or Africa?

B
/

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

AAF-529-A.

SECRET

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

3276

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

DECLASSIFIED
DOD IHS

8 Jan. & 20 June 1984

By ALN/86 AC Date 12-1-87

File No.

Tally No. AAF

SUBJECT: P-39 Airplanes for New Caledonia.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-3 GMcC-ds
1	AAF A-3	AAF A-4	1942 1/14	<p>1. The Chief of the Air Corps has been directed to make available 25 P-39 airplanes for shipment to New Caledonia on or about January 20.</p> <p>2. This for your information and necessary action.</p> <p style="text-align: right;"><i>lan</i> ELN C/A-3</p>	452-1 For Encl. (6)
				<p><i>No further action necessary</i></p> <p><i>[Signature]</i></p>	

(Do not use reverse side)

7-4071, AC, Rev. 8/14/41

452-1 For Encl. (6)

DECLASSIFIED

DDJ/HC

8 Jan & 20 June 1974

By: 2145/13 G. AC Date: 18 Feb 76

SECRET

JBC/rrb

(Air AG)

AG 134

January 16, 1942.

SUBJECT: 25 P-39 Airplanes Allocated to Five Islands.

TO: Chief of the Air Corps.

1. It is directed that 25 of the 90 P-39 airplanes allocated to Five Islands from January production be made available for shipment to New Caledonia. These airplanes are to be assigned to the 67th Pursuit Squadron. Necessary shipping instructions will be furnished by A-4 Division.

2. The above confirms instructions issued by telephone to Major Hefley.

By command of Lieutenant General ARNOLD:

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

100-10000
JAN 17 1942
AAB

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 t. STICS
	✓	925c				✓				

AAF 39

AG 452.1 Farbach (6)

SECRET

WAR DEPARTMENT

**OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON**

DECLASSIFIED

DDO ltr.

8 Jan & 20 June 1974

By AW/AG 10-14-76

January 14, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: 25 P-39 Airplanes Allocated to Five Islands.

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

1. It is desired that 25 of the 50 P-39 airplanes allocated to Five Islands from January production be made available for shipment to New Caledonia. These airplanes are to be assigned to the 67th Pursuit Squadron. Necessary shipping instructions will be furnished ~~you~~ by A-4 Division.

2. The above confirms instructions issued by telephone to Major Hefley.

for the Chief of the Air Staff

Earl L. Naidem
for EARL L. NAIDEM
Colonel, Air Corps

Assistant Chief of the Air Staff, A-3

AN 15 12
AAG received

EPL

SECRET

air 28452.1 For Cont 6

~~SECRET~~
~~RELEASING~~

DECLASSIFIED

Doc Id:

8 Jan 63 30 June 1974

SEC. JC. Date 10 10 74

AAF/A-3
GMEC-ds

January 14, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: 25 P-39 Airplanes Allocated to Five Islands.

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

1. It is desired that 25 of the 50 P-39 airplanes allocated to Five Islands from January production be made available for shipment to New Caledonia. These airplanes are to be assigned to the 67th Pursuit Squadron. Necessary shipping instructions will be furnished you by A-4 Division.

2. The above confirms instructions issued by telephone to Major Hefley.

for the Chief of the Air Staff

EARL L. MAIDEN

Colonel, Air Staff, A-3

Assistant

Staff, A-3

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief of Staff	Sec'y of Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics
					W-4 G-2					
					MLP					

AAF-39

on AAF 453.1 For Capt. 6

DECLASSIFIED
 DOD 002
 E.O. 12958, 1993
 By 2012/05/01 AC Date 12/14/76

JBC/rrh

(Air AG)
 AC 67

January 10, 1942.

SUBJECT: Allocation of 50 P-39D Airplanes.

TO: Chief of the Air Corps.

Fifty (50) P-39D airplanes from United States production for January have been allocated as follows:

- 25 to the 57th Pursuit Squadron to be shipped to Caledonia.
- 25 to the 69th Pursuit Squadron to be shipped to Palmyra.

By command of Lieutenant General ARNOLD:

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

JAN 11 1942
 AAG

		HEADQUARTERS ARMY AIR FORCES				COORDINATION				
Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sta t. STACS
Copy for A-3	re-memo	AAF/A-B, GMC	ds,	1/6/42	to	The AAG.				
	✓	MAC			✓					

AAF 39
 2100 452.1 Fu Cont (5)

SECRET

DECLASSIFIED

DOD ltrs

8 Jan. & 20 June 1974

By 104/86 LC Date 12-14-74

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

HC —

January 6, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Allocation of 50 P-39D Airplanes.

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

⁷⁻¹⁴ (50) P-39D airplanes from United States production for January have been allocated as follows:

- 25 to the 57th Pursuit Squadron to be shipped to Caledonia.
- 25 to the 69th Pursuit Squadron to be shipped to Palmyra.

For the Chief of the Air Staff

Nathan F. Young

for EARL L. NAIDEN

Colonel, Air Corps

Assistant Chief of the Air Staff, A-3

Copy for A3 re - memo AA3/A-3, GMcC-ds, 1/6/42 to the AAG.

SECRET

an 20450.1 7 in Oct 5

50410

~~SECRET~~
RELEASING

SECRET
By Authority of the Chief of the Air Corps
Date _____ Initials _____

DECLASSIFIED
DDO HPS

(Air AG)

8 Jan. & 20 June 1974
By: AN/AG LC, Date: 78-11-7C

AO 33

January 7, 1942

SUBJECT: Alternate Route to Far East
TO : The Chief of the Air Corps

It is directed that immediate steps be taken to obtain information on and plan as many alternate routes as possible for delivery of airplanes in the Far East.

By Command of Lieutenant General ARNOLD:

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

JAN 7 1942
AAG

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

A. & A. G.

AAF-39

an 42 457.1 7al Cont 4

SECRET

Directive No. AAG-1

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
DD Form
8 Jan & 20 June 1974
By: DAW/36 JG, Date 10/14/76

January 6, 1942

DIRECTIVE MEMO FOR: Air Adjutant General.

Subject: Alternate Routes to Far East.

1. Direct Office, Chief of Air Corps to take immediate steps to obtain information on and plan as many alternate routes as possible for delivery of airplanes in the Far East.

By direction of the Chief of the Air Staff.

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

JAN 7 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	

AMV/rh

SECRET

AAF-39

See AB 452-1 For Encl 4

~~SECRET~~
RELEASED

Directive No. AAG-1

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED
100 hrs
8 Jan. & 20 June 1976
By: AIG / SE / JC; Date: 10-14-76

January 6, 1942

DIRECTIVE MEMO FOR: Air Adjutant General.

Subject: Alternate Routes to Far East.

70: 7000 of the AC

IT is desired that

1. ^{to take} Direct Office, Chief of Air Corps to take immediate steps to obtain information on and plan as many alternate routes as possible for delivery of airplanes in the Far East.

By direction of the Chief of the Air Staff.

C. E. Duncan

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

~~SECRET~~
RELEASED

ANV/rh

Air 0452.1 Far East (4)

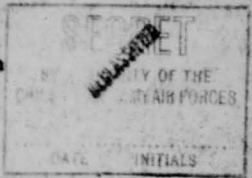
(Air AG)

A G 169

January 21, 1942

SUBJECT: Re Letter from Royal Air Force Delegation (BAC) to the Chief of the Air Staff.

TO : The Chief of the Air Corps



1. Attached letter from the Royal Air Force Delegation (BAC) directed to the Chief of the Air Staff, January 9, 1942 refers to the Ferry Command operations and Lend/Lease liability of the British Government in connection with Pan American Airways facilities and supplies relative Ferry operations.

2. It is directed that the necessary action be taken in this matter.

By command of Lieutenant General ANNOLD:

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

1 Incl.

Ltr. to C/AS, fr RAF (BAC)
 1-9-42.

Dispatched
 JAN 22 1942
 AAG

HEADQUARTERS			ARMY AIR FORCES				COORDINATION			
Chief of Staff	Secy of Staff	AAG	A 1	A 2	A 3	A 4	A WED	A Insp	Budget	Statistics
	BB mc	mc				✓				

AAF 39

SECRET

452.1 Gen East (3)

~~SECRET~~

DECLASSIFIED
DOD 075
8 Jan 4 20 June 1994
By: *ALC/CG, LC, Dan*

AAF/A-4
JFW/mwb
Wrtm 1/19/42

~~SECRET~~

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS:

SUBJECT: No Letter from Royal Air Force Delegation (RAF) to the Chief of the Air Staff.

1. Attached letter from the Royal Air Force Delegation (RAF) directed to the Chief of the Air Staff, January 9, 1942, refers to Ferry Command operations and Load/Lease Liability of the British Government in connection with Pan American Airways facilities and supplies relative Ferry operations.
2. It is requested that this matter be referred to the Ferry Command for necessary action.

Incl:
Ltr to C/AS, from RAF (RAF), 1/9/42.

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>JFW/mwb</i>				
						<i>DECLASSIFIED</i>				

AAF-39

~~SECRET~~

air as 452.1 744 cont ①

SECRET

ROYAL AIR FORCE DELEGATION

(British Air Commission)

A.20,054/42.

9th January 1942.

Chief of the Air Staff,
U. S. Army Air Corps,
Office of the Chief of the Army Air Forces,
War Department,
Munitions Building,
WASHINGTON, D. C.

Sir,

With reference to War Department memorandum of January 3rd, 1942, addressed to Wing Commander Adams relative to the flight delivery of heavy bombardment airplanes to the Far East via the Trans-Africa route, I am directed to state that my Government will be happy to co-operate in facilitating this service by placing available supplies and their facilities along the route - installed prior to the conclusion of the recent agreement with Pan American Airways subsidiaries - at the disposal of the United States Government.

It is understood, in this connexion, that adequate supplies of gasoline and oil are available at the various staging points and that no question of priorities, as between British aircraft deliveries to the Middle East via Takoradi and the flights to the Far East, will in consequence arise.

You will, of course, be aware that facilities installed and supplies provided by Pan American Airways subsidiaries out of Lease/Lend funds in connexion with the operation of the "Ferries" and "African" agreements are at present recorded as a Lease/Lend liability of the British Government, and I should be grateful if you would indicate what procedure you have in mind for apportioning the costs appropriate to our respective Governments in respect of supplies from stocks established out of these particular allocations and now becoming available for joint user.

As regards supplies and services rendered from R.A.F. or other British sources beyond Khartoum adjustment as counter Lease/Lend would appear appropriate.

I am, Sir,
Your obedient Servant,

/s/ W.C.G. CRIBBETT
W. C. G. CRIBBETT

DECLASSIFIED
JCS Memo
3 Jan. 1976
By ALC LC; Date 10/14/76

SECRET

See W 152.1 For East (3)

~~SECRET~~

DECLASSIFIED

DDO Hqs

8 Jan & 20 June 1974

By 317/AGC LC Date 10-14-76

~~SECRET~~
WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

MEMORANDUM FOR THE CHIEF OF THE AIR CORPS:

SUBJECT: Re Letter from Royal Air Force Delegation
(BAC) to the Chief of the Air Staff.

1. Attached letter from the Royal Air Force Delegation (BAC) directed to the Chief of the Air Staff, January 9, 1942, refers to Ferry Command operations and Lend/Lease liability of the British Government in connection with Pan American Airways facilities and supplies relative Ferry operations.

2. It is requested that this matter be referred to the Ferry Command for necessary action.

Incl:

Ltr to C/AS, from RAF
(BAC), 1/9/42.

~~SECRET~~

air att 4521 7m East ③

SECRET

Written 12/26/41

AAF/A-3
JHA

DECLASSIFIED

DDO Hqs

8 Jan 5 23 June 1974

By AFSA/CAC, Date 10/11/76

JAN 3 1942

Subject: Flight of Heavy Bombardment Airplanes to the Far East.

To: Royal Air Force Delegation, Washington, D. C.
Attention: Wing Commander A. A. Adams, Royal Air Force.

1. This letter confirms requests made by this headquarters, with which you are already familiar, reference use of certain facilities of the Royal Air Force in connection with a flight of approximately eighty (80) heavy bombardment planes to the Far East. Fifteen of these planes are of the LB-30 type and the remainder of the B-17E type.

2. The facilities of Pan American Airways and the Army Air Corps Ferrying Command are to be utilized to the fullest extent where available, and the Royal Air Force facilities are to be utilized only where the above agencies are unable to provide the services required.

3. The contemplated route after departure from Natal, Brazil is as follows:

Accra for LB-30 flight and
Takoradi for B-17 flight
(Waterloo Airport, Freetown,
as an alternate)
Khartoum (alternate El Fasher)
Cairo
Habbaniyeh
Karachi
Bangalore.

Dispatched
JAN 1-4 1942
AAG

RECEIVED
JAN 13 1942
AAG

4. The flight will come under the control of the Commanding General, U. S. Army Forces in the Far East at Bangalore, India.

5. No doubt it will be necessary to divert part of the flight to other points in order to take advantage of fuel service resources in the AIR FORCE or the general route to

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

Return to Room 2013

SECRET

452.1 Far East (3)

SECRET

RELEASE

6. It is readily realized that the preparation requested for this flight will be an added burden on the Royal Air Force and require considerable extra effort on your part. Your cooperation in this matter is deeply appreciated, and in the event additional information is desired it will be furnished immediately.

FOR THE CHIEF OF THE AIR STAFF

F. B. CURTIS
H. Col., Air Corps
Secretary of the Air Staff

ek

DEC 31 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	Sta-tistics
	<i>JRC.</i>				<i>Wm H 2/2 W</i>	<i>RELEASE</i>				
					<i>JRC</i>					

SECRET

Serial 452-1 for each (3)

RECEIPT FOR SECRET
DOCUMENT

Subject: Flight of Heavy Bombardment Airplanes to the Far East.

Receipt is acknowledged of letter for the Royal Air
Force Delegation, subject as above, dated _____.

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

~~SECRET~~

JBC:JMB

DECLASSIFIED

DDO HRS

8 Jan & 20 June 1974

REF ID: A6 10; Date: 10/11/74

SUBJECT: Information regarding U.S. Army Air Facilities in the Pacific Areas.

2d Ind.

(Air AG)

WD HQ ARMY AIR FORCES, Washington, D.C. January 1, 1942
TO : Assistant Chief of Staff, G-2.

1. In view of recent events, this office does not consider it necessary to act on the subject request.

For the Chief of the Army Air Forces

JOHN B. COOLEY
Major, A.S.D.
Assistant Air Adjutant General.

1 Incl. 2-2

Dispatched
JAN 1 1942
AAG

HEADQUARTERS ARMY AIR FORCES					COORDINATION					
Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4	A WFD	A it.sp	Budget	Sta r. STICS

~~SECRET~~

AAF 10
Dir 452.1 [Signature]

DECLASSIFIED

DOD ltr.

8 Jan. & 20 June 1974

By: 212/AG LC: Date: 10-24-76

Information regarding U.S. Army Air Facilities in the Pacific Areas.

Written 12-24-41

AAF/A-2
HRB-ef

~~SECRET~~

2nd Ind.

War Dept., Headquarters Army Air Forces, Washington, D. C.
To: Assistant Chief of Staff, G-2.

1. In view of recent events, this Division does not consider it necessary to act on the subject request.

1 Incl. a/c

*rewritten
11/42
WWD/Air AG.*

~~SECRET~~

HEADQUARTERS ARMY AIR FORCES. COORDINATION									
Chief of Staff	Secy Air Staff	AAAG	A-1	A-2	A-3	A-4	A-5	A-6	Stg-Medics
				<i>WWD</i>					
				<i>WWD</i>					
				<i>WWD</i>					

COPY

~~SECRET~~

DECLASSIFIED
DDO lks

9 Jan 4 20 June 1974

By ALM/REG AC Date 10-11-76

Senior Air Force Officer,
Far East Combined Bureau,
H.M. Naval Base,
Singapore.

S/318.

7th November, 1941.

Dear Brink

We are very short of information regarding the U.S. Army Air Service in the Philippines and Pacific areas. In order to bring us up to date, I should be grateful if you could obtain for us information on the following points: -

1. Philippine Islands.

- (a) Order of Battle, showing types and locations of aircraft.
- (b) Details of aerodromes, i.e. length of runways, number of hangars, W/T and D/F facilities, etc.
- (c) Details of landing grounds other than recognised air stations.

Harkness left a Questionnaire when he visited Manila recently, to which a reply was promised but which has not arrived.

2. Pacific Area.

- (a) Guam - Army Air Service units (if any) stationed there. Types of aircraft. Details of runways which are being constructed for use of land aircraft.
- (b) Midway - Army Air Service unit at Eastern Island. Types and numbers of aircraft. Details of aerodrome.
- (c) Wake - Details of aerodrome under construction.
- (d) Oahu - We have no details about the units stationed at Wheeler Field and Hickam Field, nor any information regarding the aerodromes.

This information is of importance for our records, especially as we may be called upon to produce such information at short notice for our Planning and Operational Staff in the event of any trouble starting up in the Far Eastern area.

Yours sincerely,

R. W. Chappell

Colonel F. G. Brink,
U.S. Military Observer,
Singapore.

~~SECRET~~

COPY

~~SECRET~~
U. S. MILITARY OBSERVER
Singapore, S. S.

November 13, 1941

Subject: Information regarding U.S. Army Air Facilities in the Pacific Areas.
To: Assistant Chief of Staff, G-2, War Department, Washington, D. C.

The Far East Combined Bureau has made a request for information regarding U.S. Army air facilities in the Pacific. Their letter requesting this information is attached.

A request has been made to the Philippine Department for the information desired on the Philippines as indicated in Paragraph 1 of the attached letter. If the information on the Pacific area, as specified in Paragraph 2, is available it is requested that this be forwarded to this office for transmittal to the Far East Combined Bureau.

/s/ Francis G. Brink,
FRANCIS G. BRINK,
Lieut. Colonel, General Staff.

1 Incl.
Letter from the
Senior Air Force Officer,
Far East Combined Bureau,
addressed to the U.S. Military
Observer, Singapore.

MID 580.81 11-13-41

1st Ind.

G-2/MA
JPC/wg

G-2, W. D., December 3, 1941. To: Chief of Army Air Forces, Room 2212, Munitions Building, Washington, D. C.

1. Requesting information on which to base reply.

For the Acting A.C. of S., G-2:

/s/ W. M. Adams
W. M. ADAMS,
Captain, MI
Acting Chief, Military Attache Section.

~~SECRET~~

~~SECRET~~

JBC:JMB

DECLASSIFIED
DOD 105

8 Jan. & 20 June 1974

By ALN/86 LC Date 11-14-76

SUBJECT: Information regarding U.S. Army Air Facilities in the Pacific Areas.

2d Incl.

(Air AG)

TO HQ ARMY AIR FORCES, Washington, D.C. January 1, 1942
TO : Assistant Chief of Staff, G-3.

1. In view of recent events, this office does not consider it necessary to act on the subject request.

For the Chief of the Army Air Forces:

JOHN B. COOLEY
Major, A.S.C.
Assistant Air Adjutant General.

1 Incl. n-3

DISPATCHED
JAN 1 1942
AAG

~~SECRET~~

4194 9521 20607 (2)

~~SECRET~~

Written 12-24-41

Information regarding U.S. Army Air Facilities in the Pacific Areas.

AAF/A-2
HRB-ef

2nd Incl.

War Dept., Headquarters Army Air Forces, Washington, D. C.
To: Assistant Chief of Staff, G-2.

DECLASSIFIED

DD Form 1274

1 Jan 4 20 Feb 1974

By: AIC/SG JG, Date 10-11-76

1. In view of recent events, this Division does not consider it necessary to act on the subject request.

1 Incl. w/c

Rewriter
8/1/42
wld/AIAA

SECRET

~~SECRET~~

DECLASSIFIED

DDO (U)

8 Jan & 20 June 1974

By ALN/BC LC Date 10-11-76

RECLASSIFIED

(Air AG)

A G 43

January 8, 1942

SUBJECT: Assignment of Heavy Bombers to Groups in the Far East.

TO : The Chief of the Air Corps

It is directed that the necessary action be taken for the assignment as follows of the 80 Heavy Bombers now being flown to the Far East:

19th Bombardment Group
 15 LB-30's
 25 B-17E's

7th Bombardment Group
 40 B-17E's.

By Command of Lieutenant General ARMOLD:

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

Copy to S-AS & A-3 ELN

Dispatched

JAN 8 1942

1AG

HEADQUARTERS		ARMY AIR FORCES				COORDINATION			
Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A WFD	A Insp	Budget	Statistics
	↑ MC	MC			✓				

SECRET

AAF 39

SECRET

DECLASSIFIED

000 hrs

8 Jan. & 20 June 1974

Dr. Allen / CG. AC. Date 10-14-76

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE ARMY AIR FORCES
WASHINGTON

January 7, 1942

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Assignment of Heavy Bombers to Groups
in the Far East.

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

It is ^{inserted} requested that ^{the} you take necessary action, ^{as taken}
the assignment of the 80 Heavy Bombers now being flown to
the Far East:

19th Bombardment Group

15 LB-30's

25 ~~15~~ B-17E's

7th Bombardment Group

40 B-17E's.

1 Incl.

Dir. Memo for A-3
12/31/41 Subj as abv

For the Chief of the Air Staff

Walter Dunning
for EARL L. NAIDEN
Colonel, Air Corps

Assistant Chief of the Air Staff, A-3

SECRET

Am 2804531/7m Oct ①

SECRET

Directive No. 3-6

**WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
Washington**

DECLASSIFIED
DOO lrs

8 Jan. & 20 June 1974

By ALM/BC LC, Date 10-14-76

December 31, 1941

DIRECTIVE MEMO FOR: A-3

**Subject: Assignment of Heavy Bombers to Groups
in the Far East.**

1. You will assign the 80 heavy bombers being
flown to the Far East as follows:

40 to the 19th Group with Associated
Reconnaissance Squadron.

40 to the 7th Group with Associated
Reconnaissance Squadron.

By direction of the Chief of the Air Staff.

**G. E. Duncan
Lieut. Colonel, Air Corps,
Secretary of the Air Staff.**

JAN 1 1942

AAC

452.1 of Far East ①

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

AMV/rt

SECRET

AAF-39

HENRY HARLEY ARNOLD

MILITARY

Draw

SAS 42.1

Box 125 Folder 5

France - Germany

~~CONFIDENTIAL~~

~~RECEIVED~~

DECLASSIFIED

EO 13526

8 Jan 62 20 June 1982

By / Date:

Ltr SHARP Mission (France) file AG/934/, subj. "220 Harvard Aircraft for French Training Schools," dtd 12 June 45.

3rd Ind. AFARP-40 Lt Col Bargayne/71172

HEADQUARTERS ARMY AIR FORCES, WASHINGTON, D. C. 27 JUL 1945

TO: Commanding General, U.S. Forces, European Theater, APO 757.

1. The contents of the basic communication and indorsements thereto have been noted.
2. Attention is called to the lend lease policy in JCS 771/11 which restricts lend lease aid to that used against Japan.
3. The implications of the above policy are now being considered on the highest levels. When a definitive decision has been reached, the French request will be given proper consideration and you will be advised accordingly.
4. Since the building up of a large training establishment for the French is essentially a post-war project, it is suggested that the French may desire to submit their overall training program on a governmental level basis rather than on a military lend lease basis.

For the Commanding General, Army Air Forces:

Signed

Incl: n/c

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

UNCLASSIFIED
27 JUL 1945
603

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Combac copy

CIA 8 45 21 France (36)

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~~CONFIDENTIAL~~

DECLASSIFIED
DOD Hqs
8 Jan. & 23 June 1974
By: /

Harvard Aircraft for French Training Schools

Deputy Chief of Air Staff

JUL 24 1945 1
Lt Col Burgoyne/ws/71172

AC/AS, Plans

Forwarded herewith for signature is proposed reply to the French request for 220 AT-6's.

Incl.
Ltr fm SHAW to CG, AAF
dtd 12 Jun 45 w/1st, 2nd
& 3rd lnde. w/incl.

WALTER E. TODD
Brig. General, U.S.A.
Actg. Asst Chief of Air Staff,
Plans

100 452.1 (France)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

File
ci

100 452.1 (France) (B)

CONFIDENTIAL
RELEASABLE

DECLASSIFIED
ON 07/06/92
BY ALM/GEL/DC/10-14-76

**SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
Mission (France)**

(JNA-cv)

AFPO 887

AC/934/

12 June 1945

SUBJECT: Harvard Aircraft for French Training Schools.

TO: Commanding General, U. S. Strategic Air Forces, in Europe,
APO 633, U.S. Army.

1. The accompanying translation of French Air Ministry letter number 2276, dated 4 June 1945, contains a request for 220 Harvard Aircraft for French Training Schools; 110 of which are for Morocco and 110 for schools in the Southwest of France.

2. The RAF have declared that they are unable to furnish any of these aircraft. This request has not been accompanied by any long term comprehensive training plan but nevertheless it is considered a reasonable request for their immediate needs. Therefore we are forwarding it with our approval and request that supply action be taken under Lend-Lease.

3. It is requested that this be forwarded by you to the Headquarters Army Air Forces with your comments and recommendations.

For the Head of Air Component:

/s/ Durant Rice, Major, A.C.
for R. G. ERVIN
Colonel, Air Corps
Chief of Staff

1 Incl:
Fr. transl. No. 2276, 4 June '45

Info. copy to
FAM
BE. (A-4)
SHAFF, Air Staff

DECLASSIFIED
JCS Memo
& Jan. 1975
By ALM/LG; Date 10/14/76

COPY

Cy for O of Signature

CONFIDENTIAL

008 452.13kara (36)

008 452.13kara (36)

~~CONFIDENTIAL~~

Ltr SHAEF Mission (France) file AG/934/, subj: "Harvard Aircraft for French Training Schools", dtd 12 June 1945.

1st Ind.

HEADQUARTERS UNITED STATES STRATEGIC AIR FORCES IN EUROPE, APO 633, US ARMY.

TO: Supreme Commander, Allied Expeditionary Force, APO 757, US Army.
(Attn: Air Staff)

Request in basic correspondence for 220 AT-6 aircraft by the French for training purposes is forwarded since all such matters of lend lease should be taken up with the War Department by Supreme Headquarters Allied Expeditionary Force.

For the Commanding General:

1 Incl: n/e

/s/J. B. Gordon
J. B. GORDON
Colonel, AGD
Adjutant General

COPY

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

2nd Ind.

HQ, US COMPONENT, AIR STAFF, SUPREME HEADQUARTERS, ALLIED EXPEDITIONARY FORCE,
APO 767, U. S. ARMY. 5 July 1945.

TO: Commanding General, Army Air Forces, Washington 25, D. C.

Reference basic communication, recommend consideration be given to furnishing 250 AT-6 type aircraft to the French Government. These aircraft are not available from theater stocks.

/s/ D. M. Schlatter
D. M. SCHLATTER
Major General, U. S. Army
Commanding

1 Incl: n/e

COPY

~~CONFIDENTIAL~~

CONFIDENTIAL
RECLASSIFIED

DECLASSIFIED
EOP 135
8 Jan 6 20 June 1994
By 9127 JAG/DC Date 12-14-76

Ltr SHAW Mission (France) file AC/934/, subj. "220 Harvard Aircraft
for French Training Schools," dtd 12 June 45.

3rd Ind. AFAPF-40 Lt Col Bergayne/71172

HEADQUARTERS ARMY AIR FORCES, WASHINGTON, D. C. 27 JUL 1945

TO: Commanding General, U.S. Forces, European Theater, APO 757.

1. The contents of the basic communication and indorsements thereto have been noted.

2. Attention is called to the lend lease policy in JCS 771/11 which restricts lend lease aid to that used against Japan.

3. The implications of the above policy are now being considered on the highest levels. When a definitive decision has been reached, the French request will be given proper consideration and you will be advised accordingly.

4. Since the building up of a large training establishment for the French is essentially a post-war project, it is suggested that the French may desire to submit their overall training program on a governmental level basis rather than on a military lend lease basis.

For the Commanding General, Army Air Forces:

Signed

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

Incl: n/c

~~CONFIDENTIAL~~
27 JUL 1945
689

~~CONFIDENTIAL~~
CONFIDENTIAL

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: *Decimal*
Folder Title: *452.1 France*

Item(s) and Security Classification:

- 1. Memo., Valin to Forbes, 6/4/45, 1p. C.
FGI: France

PK

1GB

1994

16-24-78

Reviewer

Date

MANUSCRIPT DIVISION
DECLASSIFICATION PROJECT

ACCESS RESTRICTED

The item identified below has been withdrawn from
this file:

File Heading: SAS 482.1 France

Date: June 4, 1945

From: Ministre de l'Air

to: Air Commodore Viscount Forbes

In the review of this file this item was removed because
access to it is restricted. The item identified has been
withdrawn because it contains security classified infor-
mation.

Grover Batts

Reviewer

10-24-78

Date

Sas

DECLASSIFIED

DDO 105

8 Jan 4 20 June 1974

By *ASD/OP* 10 Date *10-14-76*

SECRET
RELASSIFIED

5 July 1945

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, OPD (GEN. HULL).

Subject: Allocation of Aircraft.

1. In the enclosed cable, NR 3975, General Arnold feels very strongly that neither C-47's nor C-54's should be given to the French ahead of either our national requirements in the war against Japan or ahead of our own airlines. You will recall that we have had numerous requests from our own U. S. airlines for both types. We have likewise had recent requests from our Allies who bore a much greater effort in the war, such as England and Russia.

2. It is suggested that this matter be referred to the Inter-departmental Committee, of which Mr. Lovett is the War Department's representative.

FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Signed

IRA C. BAKER,
Lieutenant General, USA,
Deputy Commander, AAF.

DECLASSIFIED
10-14-1945
AF 348

Incl: Cable No. 3975, 2 July 1945

SAS 452.1 France (35)

File

SECRET

AS 452.1 France (35)

SECRET
DECLASSIFIED

236

TALLY NO.	
FILE NO.	

SUBJECT: Allocation of Aircraft.

TO: General Eaker
FROM: General Arnold

DECLASSIFIED
DDO Hqs.
8 Jan. & 20 June 1974
By: A.M. / G.E. / C. Date: 10-14-76

DATE 7/5/45
COMMENT NO. 1

1. In connection with the attached, I desire to make the following comments which should be furnished to the agency preparing the reply to the State Department.

a. Our first obligation is to winning the war, which immediately makes impossible the availability of any C-54s for any other nation.

b. Our next obligation is to our commerial airlines of the United States. All other nations have some form of subsidy to their airlines. We should at least give ours preference.

c. It would appear, as far as other nations are concerned, we should take into consideration our obligations to them based upon what they did to winning the war and what they need to maintain their position - the position that we put them into insofar as maintaining peace is concerned. This in itself would put France down at a very low level.

d. We should make our post-war, peacetime allocations of aircraft upon a world-wide system of priorities and requirements, and not based upon a catch-can piecemeal system of requests.

Incl.
Cable No. 3975, 2 July.
State Dept. Cable No. 2921,
23 June.

MWA
H.H.A.

SECRET

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER
INCOMING CLASSIFIED MESSAGE

DECLASSIFIED

DDO lfrs

8 Jan. & 20 June 1974

ALN/SGIC, Date 20-74-78

~~SECRET~~

PARAPHRASE OF STATE DEPARTMENT CABLE FOR INFO
WAR DEPARTMENT

From: Secretary of State, Washington
To: American Embassy, Paris, France
Nr: 2921

23 June 1945

Please refer to cable from the Embassy dated June 12, No. 302.

Lend-Lease airplanes which under procedures at the present time are surplus to military needs of the beneficiary nation must be offered to the United States theater commander first, and these planes are then referred to MAB for determination as to whether there exists other military requirements, if in the theatre no military requirement exists. The airplanes are declared surplus and reported to SPA for disposal by the proper agency, if they are determined to be surplus to all military needs.

In view of the fact that the DC-3 (C-47) type of aircraft are still critically short in supply to fill the essential and urgent direct war effort commercial requirements, both foreign and domestic, no commitment to France is possible without allocation of specific aircraft by the Surplus Property Board and prior approval of the Surplus Aircraft Disposal Committee. For this reason it is not possible to state that should the C-47s mentioned in your cable dated June 12, No. 302 and your cable No. 3695 dated June 19 be declared surplus, any of the DC-3 type aircraft can be released to Air France for commercial use.

The Embassy is advised that about 160 of this type of transport airplanes have been declared surplus to make provision for all commercial needs both foreign and domestic and of these there have been allocated to provide for all foreign requirements, only 60. 5 aircraft allocated to France are included in this figure.

CN-IN-26719 (28 Jun 45)

AB

NEP-20

OMA

RTC

SECRET

ROM-1

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INFO

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ALP

COPY No.

25

WAR DEPARTMENT
CLASSIFIED MESSAGE CENTER
INCOMING CLASSIFIED MESSAGE

DECLASSIFIED

DDO Hqs.

8 Jan. & 20 June 1974

By AGIC, Date 10-14-76

~~SECRET~~

PARAPHRASE OF STATE DEPARTMENT CABLE FOR INFO
WAR DEPARTMENT

Page 2

From: Secretary of State, Washington

Nr: 2921

23 June 1945

This Government, as was stated at the Conference in Chicago, is prepared to make available civil air transport airplanes on terms that are nondiscriminatory as soon as they can be released from military work, to those nations which recognize the right to free intercourse as we do and which grant permission for free intercourse to other nations.

While the attitude of the French toward commercial lines of the United States desiring to serve France is as indicated in Embassy's cable of June 15, No. 3605 and cable dated June 19, No. 3693, the Department would hesitate to recommend the allocation of additional DC-3 type airplanes to assist France in reopening its commercial lines.

The Department, with regard to DC-4s does not anticipate that any of these will be available for some time to come for any commercial operators. The Department, even so, will be reluctant to support the request of the French for this type of equipment until:

(1) United States international operators can receive similar type equipment concurrently; and

(2) Operators of the United States are allowed, under what this Government would consider to be reasonable conditions, to serve France.

Grew (Acting)

FOOTNOTE: 302 not identified in WDCMC
3695 is CM-IN-20764 (22 Jun 45) CG AAF
3605 is CM-IN-19563 (21 Jun 45) AG AAF
3693 not identified in WDCMC

ACTION: CG AAF

INFO: OPD, G-2, ANLC, Bud Div

CM-IN-26719 (28 Jun 45)

DTG: NPT

rmt

~~SECRET~~

COPY NO. 25

SECRET

DECLASSIFIED
GPO 1974

8 Jan. & 20 June 1974

By PLN / SC / AG Date 10 - 14 - 74

DECLASSIFIED

French Air Force Aircraft Requirements

Chief of the Air Staff

28 March 1945

AG/AS Plans

CJR:Fr:74055

1

1. Attached is letter to SNAEF prepared for signature of General Hood requesting information on French Air Force aircraft requirements.
2. This information is needed in the periodic review of Lend-Lease aircraft requirements to determine proposed allocation programs for the period 1 July - 31 December 1945.
3. This letter will be carried in an official mail pouch by two field officers leaving very soon for Europe and delivered by them to Colonel Erwin.

Signed

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

Incl.
ltr as above.

SAS 452.1 France (32)

DISPATCHED
 8 APR 1945
 AFSA

File

DECLASSIFIED

1 SECRET

SAS 452.1 France 32

SECRET

Gen. Hood
DECLASSIFIED

- DOD HRS

8 Jan. & 20 June 1974

By: 10/2/85 LC: Date 10-14-74

French Air Force Aircraft Requirements

APAEP-40

Chief of the Air Staff

28 March 1945

AG/AS Plans

CJR:fb:74055

1

1. Attached is letter to SHAEP prepared for signature of General Hood requesting information on French Air Force aircraft requirements.

2. This information is needed in the periodic review of Lend-Lease aircraft requirements to determine proposed allocation programs for the period 1 July - 31 December 1945.

3. This letter will be carried in an official mail pouch by two field officers leaving very soon for Europe and delivered by them to Colonel Erwin.

Signed

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

Inal.

ltr as above.

SAS 452.1 France (32)

File 3/28/45

SECRET

1

SAS 452.1 France (32)

~~SECRET~~

DECLASSIFIED

DDO ltr

8 Jan. & 20 June 1974

By AFSA/SG 10 Date 10-14-76

AFAMP-40

GR:FB:74055

28 March 1945

28 MAR 1945

SUBJECT: French Air Force Aircraft Requirements

**TO: COMMANDING GENERAL, Supreme Headquarters Allied Expeditionary Force,
APO 757, Ft. Rucker, N.Y., N.Y.**

Attention: Colonel Brin.

1. In April, the USAF Lead-Lesse Allocation Program will be reviewed to determine requirements and a proposed allocation program to submit to the Joint Chiefs of Staff for aircraft from production under cognizance of USAF for the period 1 July - 31 December 1945.
2. To facilitate this overall study with the view of balancing aircraft requirements against future production, it is requested that your office complete the attached forms to cover the French Air Force and return them to this office by Air Courier as soon as possible.
3. This is approximately the same information as requested in the other periodic six-month reviews except that in this study we ask that you state the French Air Force's "planned attrition rates and reserves".
4. For planning purposes, this office would appreciate knowing what effect the cessation of organized resistance in Europe will have on the planned requirements as computed above.
 - a. It is requested that you complete a similar set of requirement forms based on the above assumption and forward them to this office. For convenience in this study, 30 June 1945 can be used as the assumed date of cessation of organized resistance in Europe.

FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

DISPATCHED

23 MAR 1945

AFSA

~~SECRET~~ Signed

HENRY C. MOON

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

1 Incl.
Forms attached.

~~SECRET~~

TYPE and MODEL _____

THEATRE DEPLOYMENT and DUTY _____

1. LATEST ACTUAL INVENTORY as of _____ (date.)

squadrons on hand.

aircraft on hand (total in theater).

aircraft enroute and delivered.

unit equipment per squadron (authorized).

actual attrition rate during the three months previous
to above inventory (% of unit equipment per month).

2. ESTIMATED INVENTORY as of 30 June 1945

squadrons on hand.

total aircraft on hand (to include all allocations
through 30 June 1945).

unit equipment per squadron (authorized).

O.T.U. equipment.

3. DESIRED STATUS as of 31 December 1945

squadrons of _____ unit-equipment.

unit equipment (authorized).

reserve (_____ % of unit equipment).

attrition (_____ % of unit equipment per month).

O.T.U. equipment

O.T.U. attrition (_____ % of O.T.U.).

other requirements (explain) _____

total aircraft required.

less inventory 30 June 1945.

aircraft requested.

4. DESIRED STATUS as of 30 June 1946

squadrons of _____ unit-equipment.

unit equipment (authorized).

reserve (_____ % of unit equipment).

attrition (_____ % of unit equipment per month).

O.T.U. equipment

O.T.U. attrition (_____ % of O.T.U.).

other requirements (explain) _____

total aircraft required.

less inventory 31 December 1945.

aircraft requested.

Approved: _____
Authorized Representative.

SAS 4521 Diana 32

~~SECRET~~

~~RELEASABLE~~

DECLASSIFIED
DD Form

8 Jan 8 20 June 1974

By: [redacted] Date: [redacted]

AFAEP-40
CJR:fb:74055
28 March 1945

28 MAR 1945

SUBJECT: French Air Force Aircraft Requirements

TO: COMMANDING GENERAL, Supreme Headquarters Allied
Expeditionary Force,
APO 757, 1 Postmaster, N.Y., N.Y.

Attention: Colonel Erwin.

1. In April, the USAAF Lend-Lease Allocation Program will be reviewed to determine requirements and a proposed allocation program to submit to the Joint Chiefs of Staff for aircraft from production under cognizance of USAAF for the period 1 July - 31 December 1945.
2. To facilitate this overall study with the view of balancing aircraft requirements against future production, it is requested that your office complete the attached forms to cover the French Air Force and return them to this office by Air Courier as soon as possible.
3. This is approximately the same information as requested in the other periodic six-month reviews except that in this study we ask that you state the French Air Force's "planned attrition rates and reserves".
4. For planning purposes, this office would appreciate knowing what effect the cessation of organized resistance in Europe will have on the planned requirements as computed above.
 - a. It is requested that you complete a similar set of requirement forms based on the above assumption and forward them to this office. For convenience in this study, 30 June 1945 can be used as the assumed date of cessation of organized resistance in Europe.

FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

DISPATCHED
23 MAR
A F S

Signed

~~RELEASABLE~~

REGINALD C. HOOD
Brigadier General, U. S. A.
Deputy Chief of the Air Staff

1 Incl.
Forms attached.

~~SECRET~~

573 452.7 [redacted] (2)

21 March 1945

MEMORANDUM FOR COLONEL DEAN (for Gen. Giles):

Subject: Allocation of P-63 Airplanes to the
French Air Force.Re: Message AT-8644 (16 Mar 45)
Message WAR-54900 (17 Mar 45)

1. CCS 350 Series authorizes 9 French fighter squadrons on U. S. equipment. 6 are presently equipped with P-47's, and 3 with P-39's. Munitions Assignments Board has provided for their support on above types first half of 1945.

2. Logistics Division is initiating action on AAF recommendations to Joint Chiefs of Staff as to support of these squadrons during the second half of 1945.

3. Present status is as follows:

Lt. Col. La Douesse of the French Air Force just recently completed testing the P-63 to determine its acceptability for equipping authorized French Air Force squadrons. He has dispatched his recommendations to the French Air Ministry. To date, no decision has been received from French Air Ministry as to acceptability of P-63.

4. On 20 March 1945, Logistics Division advised SMAEF that there would be a shortage of P-47's during the second half of 1945 unless V-E Day occurs prior to that time. Recommendations were requested on the re-equipping with P-63's of the 6 presently equipped P-47 squadrons to alleviate this shortage.

5. Upon receipt of SMAEF's recommendations and clarification on acceptability of P-63's to the French, recommendations will be forwarded to the JCS, as regards the allocation of P-63's to the French in the last half of 1945.

Signed

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

Incl - Mesg WAR 54900

SAS 45213 France (31)

~~CONFIDENTIAL~~

DECLASSIFIED
DDO Hqs
8 Jan. & 20 June 1974
By: AEM/RG, LC, Dug. 11-14-76

2 ASW FOR 1 APPROVAL
2 SIGNATURE
1 CHIEF OF STAFF of Asst. Sec/War

AFASP

Gen. Jamison 71187

Request for C-54's for General de Gaulle

15 Mar 45

SUMMARY

1. Ltr to Assistant Secretary of War dated 2 Mar 45 from the Assistant Secretary of State in which he voices the question of how it is possible for the British to be able to offer General de Gaulle York airplanes when at the same time no C-54's are available for release to our airlines because of interference with operational needs.

2. Draft of reply states that though no C-54's are available from American or British commitments, two C-87's were offered, which, it is believed, is comparable to the British offer of two York aircraft.

COORDINATION

Reply has been coordinated with the Assistant Secretary of War for Air.

FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Signed

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

2 Incls.

- 1 - Ltr to Mr. McCloy dtd 2 Mar 45
- 2 - Draft of reply for sign of Mr. McCloy

DISPATCHED
19 MAR 1945
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SAS 452, France (2)

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used in France
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~~CONFIDENTIAL~~

DECLASSIFIED
DOO RFS
8 Jan & 20 June 1974
By AL/AG/UC Date 15-14-76

**MEMORANDUM FOR COLONEL GEORGE A. BRUNNELL, EXECUTIVE,
OFFICE OF THE ASSISTANT SECRETARY FOR AIR:**

1. Forwarded herewith is revised draft of proposed letter for signature of the Assistant Secretary of War in reply to the Assistant Secretary of State's letter of 2 March 1945 regarding four-engine aircraft for General de Gaulle.

2. This has been prepared in accordance with request from the Office of the Assistant Secretary of War for Air.

WALTER C. HODG,
Brigadier General, U. S. A.,
Deputy Chief of the Air Staff.

Incls -
Draft ltr to AS/State
for signature AS/War
Orig ltr 2 Mar 45 from
AS/State w/1 incl

not used

~~CONFIDENTIAL~~

COPY TO: ~~CONFIDENTIAL~~ etc

SRS

805452-1 France (20)

CONFIDENTIAL

DECLASSIFIED
DOD IIS

8 Jan & 20 June 1974

By ALM/66 LC Date 12/11/74

AFM-10
25 June
1967
WH 23 Mar 65

The Honorable
James Clement Dunn
Assistant Secretary of State

Dear Mr. Dunn:

I have your letter of March 2 and the inclosures referred to therein with further regard to the desire of General de Gaulle to obtain a number of four-engine transport planes.

In view of the indication in Ambassador Gaffney's cable that General de Gaulle would like us to obtain two Dash planes from the British, I do not quite understand your statement that you regard it as improbable that the two C-87's, which we have advised you can be made available, would not be suitable for his use.

You indicate that it is not clear how it is possible for the British to be able to offer General de Gaulle Dash planes if, as seems to be the case, no C-87's are available from American or British commitments without interfering with operational needs. It is quite understandable that the British would be able to release a couple of Dash and at the same time not be able to give up the limited number of C-87's that they have to receive, just as we are in a position to make available to General de Gaulle two C-87's although we are not prepared to release C-87's.

In the last sentence of the second paragraph of your letter you appear to question the propriety of the British being willing to release two Dash and at the same time receive from us the limited number of C-87's that is contemplated. It must appear that they are only making the release of Dash because they believe it desirable in connection with the prosecution of the war for General de Gaulle to have four-engine air transportation. However, you will notice in this connection that Ambassador Gaffney points out that they will not turn the Dash over unless we give our consent. Under these circumstances, I do not think the British are subject to criticism.

CONFIDENTIAL

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SAS 452 / 27 June 65

~~CONFIDENTIAL~~

The entire problem of allocation of G-84s for non-military operation is being actively studied and your preference for allocation to United States carriers for trans-Atlantic service will be carefully considered in this connection.

Sincerely yours,

JOHN J. HOLLIST,
Assistant Secretary of War.

~~CONFIDENTIAL~~

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DDO 12a

8 Jan. & 22 June 1994

By Date

RELEASABLE

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

AFASP-60
WES:hmf/71172
w/m 9 Feb 4513
9 February 1945

Air Marshal Douglas Tolyer, C.B., D.F.C.
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D. C.

Dear Air Marshal Tolyer:

The French Air Force as now constituted includes one squadron equipped with light bombers, type A-20.

It is our understanding that this squadron was formed and operated with the RAF under the operation control of the RAF and received their aircraft from the British assignment of aircraft in a manner similar to that used to equip the several miscellaneous squadrons operating with the RAF of others of the United Nations.

As the French Air Force is now a formally constituted air force and is receiving aircraft under the lend lease act from U.S. sources, it is believed that some action is necessary to clear the record and effect a retransfer from Britain to France of a certain number of A-20 aircraft.

I would appreciate your investigating this matter and initiating appropriate action before the MAC (Air) Washington.

Sincerely yours,

Signed

HARVEY M. GILES

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

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13 FEB 1945
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SAS 452-1 France (26)

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DECLASSIFIED

000 ltrs.

8 Jan. & 20 June 1974

By: ALEN/EG: LC; Date: 10-11-76

French Squadron of A-20's.

General Giles

FEB 9 1965

AC/AS, Plans, Logistical Plans Division

AFAPF-40/WMB:hmf/71172

1. In our conferences with Colonel Ervine (SHAEP Mission Air) it has come to our attention that there is a French Squadron now operating on A-20's in the French Air Force. It was formed originally from personnel made available in North Africa, taken to England and trained. It operated from the UK as a part of the RAF initially, and now is in support of the 21st Army Group under control of Air Marshal Cunningham.
2. It is believed that some action should be taken to correct the past records and possibly include the requirements for the support of this French Squadron in our future allocations (which would require some of our excess A-20's).
3. The attached letter has been prepared for your signature to initiate action on paragraph 2. above.

Signed

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

1 Incl:
Proposed ltr to
Air Marshal Colyer.

~~SECRET~~

SP5

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[Handwritten signature]

2 Airt 2/V

1 APPROVAL
2 SIGNATURE

WGSB

1 CHIEF OF STAFF

Capt Kroeger/4874/13

Re: Obtaining for General de Guille Two Four
Watered Planes for his Personal Use

16 February 1945

WGSB 0076

SUMMARY

1. Reference is made to Summary Sheet from the Commanding General, Army Air Forces to the Chief of Staff which was forwarded to the Supply Division by Disposition Slip (file WGSB 001 France (8 Feb 45) dated 12 February 1945) for comment or concurrence and coordination with Operations Division, WGSB.

2. The Supply Division, WGSB does not concur in the dispatch of the proposed letter from the Assistant Secretary of War to the Assistant Secretary of State, prepared by the Army Air Forces. In order to comply with the expressed views of the Assistant Secretary of State, further investigation was made with the Army and the Army Air Forces. It was developed that two two G-40's could be made available with a range comparable to G-24's by installing additional tanks. The G-40's could be made available immediately without modification or, with modification, within two months. It is recommended that the letter re-drafted by the Supply Division be signed by the Assistant Secretary of War and dispatched to the Assistant Secretary of State.

COORDINATION

3. The above recommendation has been coordinated with Operations Division, WGSB (Lt. Colonel Underwood, Rpt. 5388) and concurred in by Commanding General, Army Air Forces (Colonel Libby, Rpt. 5378).

R. L. MAXWELL
Major General
Assistant Chief of Staff, G-4

3 Incls:

- 2/S from DG/S dtd 12 Feb 45
- 2/S from CG, AAF dtd 9 Feb 45
- w/incls as ltrd
- Prop ltr to AS/S from AS/V

Copies Furnished:
CGS, WGSB (Lt. Col. Underwood)
✓ CG, AAF (Col. Libby)

SECRETARY'S OFFICE



FEB 17 1945

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*Noted
File
Max*

FEB 17 1945

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DOD HRS.

8 Jan. & 20 June 1974

By 488 CES JC, Date 10-14-74

CONFIDENTIAL

DECLASSIFIED

FEB 21 1945

The Honorable
James Clement Dunn
Assistant Secretary of State

Dear Mr. Dunn:

I have received your request for my views in regard to supplying two four-motor planes for the use of General de Gaulle and his colleagues, contained in your letter of 5 February 1945.

In an effort to comply with your expressed views, I have carefully examined the availability of four-motor planes. There are no C-54's available from the United States Army, Navy or British commitments without interfering with operational requirements. The NK-3, to which the French referred, is produced under Navy cognizance. The Navy informs me that none of these planes can be diverted to the French without interfering with British operational requirements.

We can make available without unduly affecting military operations either two used C-87's or two new C-46's. The C-87's have approximately 2,000 hours of flying time on them and can be made available within three months. The C-46's are twin-engine planes. The range of these planes can be made comparable to that of the C-54's by means of additional tanks. The two C-46's are available immediately without modification or, with the additional tanks, within the next two months.

Sincerely yours,

(SIGNED) JOHN J. McCLOY

JOHN J. McCLOY
Assistant Secretary of War

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DDC 115

8 Jan & 20 June 1974

By ALM/RG JC; Date 0-11-74

Request of French Ambassador for 2 C-54's or C-87's for General de Gaulle

Chief of the Air Staff

9 February 1945

AG/AS Plans, Logistical Plans Division

1
HVS:msc 74095

1. The Commanding General, Army Air Forces, has been requested to prepare a reply for the Assistant Secretary of War, to a letter from the Assistant Secretary of State in which the views of the Assistant Secretary of War are requested in the matter of making two C-54's, or two C-87's or two KC-3's, available to General de Gaulle for his personal use and that of his colleagues.

2. a. The Army Air Forces estimates a deficit of 177 C-54's on 30 June 1945 and 98 on 31 December 1945.

b. Production of C-87's has been discontinued. Used ones are available.
(c Note)

3. The Navy has allocated all KC-3 production to the R.A.F.

3. Recommendation.

It is recommended that the attached letter be forwarded for signature of the Assistant Secretary of War.

a NOTE: Lt. Colonel Gaudin, Assistant Chief of Staff, Plans, ATC, has informally indicated that two used C-87's can be made available without unduly affecting ATC operations, from one of the following sources: (1) ETO in April - these were now in July 1944 and have approximately 2,000 hours on them; (2) U.S. - out of Depot inspection.

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

Incls -
Ltr frn Asst Sec/St 5 Feb 45
w/incl
Drft reply for signature Sec/War

COORDINATION:
AG/AS COMR
CG, ATC

MHLEE R
0047/1114

~~CONFIDENTIAL~~

SAS 452.1 France (25)

SAS 452.1 France (25)

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000 ltr

8 Jan & 29 June 1974

By Adm/RS/IC, Date 12-14-74

SECRET

By Authority of
The Commanding General
Army Air Corps

.....
Date Initials

27 JAN 1945

Major General Earl S. Vandenberg
APO 696 c/o Postmaster
New York, New York

Dear Sir:

Since my return I have been checking into the fighter aircraft allocations to the European Theater, particularly with reference to your request for an additional group of P-47's (see attached copy of your letter of 12/15/44).

I find that your P-38 group was allocated to provide support for only the second group of P-47's (see attached copy of your letter of 12/15/44), which shows that you were converting a P-38 group to P-47's concurrently with the conversion of the Eighth Air Force 79th Fighter Group from P-47's to P-38's. I assume that the conversion of your P-38 group to 47's has not been completed because your recent high losses reduced your P-47 reserves below the level authorized for conventional (17) groups.

If you may have, the production of "F" and "T" series P-47's has completely exceeded the production of "E" series. Production of "E" series was terminated upon completion of the one hundred thirty (130) now on hand in, or in close to your hands. In further production of this series is planned as the production would seriously disrupt the rest of the P-47 program. Plans are now being made to accelerate the production of P-47's but present conditions are such that a request will not be submitted to support your existing (17) groups plus the new (5) in MEA. The "E" series production is coming up, and for the near future needs will all be needed in its primary mission of very long range escort.

In view of the recent losses in Europe, and the prospect of increased activity, we recently took steps to augment your current fighter fleet. Since your losses had indicated the P-38 was the least desired fighter, and since all P-47's were already flying in European theaters, most of this increase was made with P-51's. Of these, four hundred thirty-two (432) were set up from primary production, three hundred ten (300) from February, and three hundred thirty (330) from March. In addition, fifty-five (55) P-38's were diverted to you from 879 Base to depart in early February, and a flow of thirty (30) more is planned thereafter for your two groups. What I would like to do in this:

SAS 452.1 France (3)

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SAS 452.1 France (3)

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AL
Lt Col Royal/nd/72556
rewrtn AFPCR
Col McKee/or/6765

Convert the one F-47 group in the Eighth to P-51.
Convert one of your P-38 groups to P-47.
Convert your two remaining groups of P-38's to P-47 as soon as P-47
availability will permit. In sending a cable to this effect to General Spaatz.

In the meantime we have established a fighter flow which is believed
adequate to reestablish full authorized strength and provide attrition re-
placement for two (2) P-38, sixteen (16) P-47 and fifteen (15) P-51 groups
in the European Theater.

We are extremely anxious to provide you with adequate quantities of the
most suitable aircraft with which to accomplish your mission. Within the
limitations of production and provision of minimum support for other theaters
we will make every effort to accomplish this.

Sincerely yours,

Signed

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

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27 JAN 1945
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DOD ltrs
8 Jan. & 20 June 1974
By ALN/EG LC, Date 10-14-76

Letter to General Vandenberg
Secretary of the Air Staff

21 Jan 1948

AC/AS, Operations, Commitments & Requirements

FTR/dl/72806¹

1. In compliance with the request of General Giles there is attached, for his signature, a letter to General Vandenberg regarding Fighter aircraft.
2. It is recommended that this letter be signed and dispatched.

Signed

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

1 Incl
Ltr to Gen Vandenberg

~~SECRET~~

SAB 452.1 France (22)

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DOD WTS

8 Jan & 20 June 1974

By AFAP/RS-DC, Date 12-14-76

AFAP

ARM/mc/72538

25 Jan 45

27 JAN 1945

Air Marshal Douglas Colyer
British Joint Staff Mission
Office of the Combined Chiefs of Staff
Washington, D.C.

My dear Colyer:

I wish to thank you for your letter indicating that the French are contemplating sending an advance mission to study the possibilities of manufacturing the Mosquito aircraft in France.

Should specific proposals materialize, I would appreciate being kept informed.

Signed

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

27 JAN 1945
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DDO 175

8 Jan. 8 20 June 1974

By DLN/SC/IC, Date 10-14-76

French Aircraft Purchasing Mission to England

JAN 25 1945

Chief of the Air Staff

AC/AS, Plans

¹
EAM/mc/72533

Attached hereto is proposed letter for General Arnold's signature in reply to Air Marshal Colyer's letter of 17 January 1945, also inclosed.

L. S. KUTER

Major General, U.S.A.

Asst Chief of Air Staff, Plans

2 Incls

Incl 1. Ltr fr A/Marshal Colyer, 17 Jan 45

Incl 2. Proposed ltr for Gen Arnold's signature

~~SECRET~~

RJEM 810

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AIR STAFF

~~SECRET~~

From: Air Marshal Douglas Colyer

BRITISH JOINT STAFF MISSION
OFFICES OF THE COMBINED CHIEFS OF STAFF
WASHINGTON

DECLASSIFIED

DDO #76

8 Jan. & 10 June 1974

By: 457/66 MC Doc 18-11-76

17th January, 1945

My Dear General

1. I think you already know of the French interest in manufacturing the Mosquite under license. Air Ministry have now asked me to tell you that the French have inquired whether they may send a special mission to England to study the possibilities of manufacturing this aircraft in France, and we have agreed to receive this mission.

2. It is intended that this special mission shall go to England in advance of the main missions which the French wish to send to the U.S.A. and the U.K. for the purpose of acquiring the right to manufacture aircraft and equipment under license, about which they have approached the State Department and ourselves.

3. This is for your personal information at present, but of course if a concrete proposal emerges from the visit of the mission, the matter will be put to the C.C.S. As you will appreciate, however, there can be no agreed proposal to put before the C.C.S. until the French mission has visited England and we know exactly what they want.

Yours sincerely

/s/ Douglas Colyer

General of the Army H. H. Arnold
Commanding General U.S. Army Air Forces
Room 3-E-1009
Pentagon Building

~~SECRET~~

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Incl 1

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8 Jan & 29 June 1974

By 196 MC Date 12-14-76

AJAF
HRM/ms/72838
25 Jan 45

27 JAN 1945

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

My dear Colyer:

I wish to thank you for your letter indicating that the French are contemplating sending an advance mission to study the possibilities of manufacturing the Mosquito aircraft in France.

Should specific proposals materialize, I would appreciate being kept informed.

Signed

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

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27 JAN 1945

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8 Jan & 20 June 1974

3127-461C, Date 10-14-74

1 FEB 1945

Lt Col Peckett/als/72936
Memorandum
Date 27 Jan 45
Chief of Staff
Air Forces

INITIALS: AFRE

Major General Samuel E. Anderson
AFG HQ, c/o Postmaster
New York, New York

Dear Sam:

Your first-hand knowledge as reported in your recent letter to me concerning the Ninth Bombardment Division's experiences with the A-26 is appreciated very much. I am greatly interested in the performance of the A-26, and information of the type which you have furnished me is most welcome. In general, it appears that the airplane is working out nicely, and with every effort being made here to correct the deficiencies which you fighting people find, we will soon lick the "bug" problem and will have the airplane as nearly perfect in every respect as possible.

Our records here show that now you have enough bombardier nose A-26Cs to lead your formations, thus overcoming the difficulties encountered when using A-26Bs or B-26s as lead aircraft. Production of both gun and bomb nose types is steadily increasing, and at this date availabilities indicate that you are being furnished sufficient A-26Bs and A-26Cs aircraft to keep pace with the conversion program for your theater.

My already good impression of the single engine performance of this airplane has been greatly increased by your recent experiences over there. In addition to providing superior combat results, such performance will save many lives and airplanes.

With respect to various troubles and deficiencies which further combat operations have revealed, we have already acted upon most of them on the basis of previous information furnished by you people. A new 47" Bendix wheel with a 1 1/2 x 1 1/2 four rotor disc brake is being considered by our people at Wright Field to solve the braking problem for this airplane. The grid line deflector panel is not the ideal solution to the frosting problem, due to vibration affecting the pilot's eyesight. Therefore, Wright Field is looking for another solution. Concerning phenolic valve failures, we are now using a plastic poppet valve which solves this difficulty. Extensive tests here did not reveal any A-4 release unit failures due to icing, but this trouble will be further investigated. I know you will be happy to learn that we are getting the gunner's escape hatch into the right hand side of the gunner's compartment in the near

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future, the modification having already been approved. In view of the weight problem involved, plus the fact that this airplane already has one emergency system for operating the bomb bay doors, we are taking no further action at present to install another emergency system. The superior speed and all-around performance of the A-26 give an added margin of safety to apply against the possible mal-function of the bomb bay doors. We are, however, considering the installation of larger valves that increase the speed of operation of the doors.

Every change that is considered practical we will have incorporated here in production as soon as possible. Naturally, some items, such as the revision of the instrument panel arrangement, require extensive study and evaluation. You can rest assured that we will spare no effort in endeavoring to make the A-26 the best weapon of this type that can be produced. Keep us informed of any further troubles and corrective suggestions which you might have.

With kindest regards to you and to all of our people over there, and with best wishes for continued success, I am

Sincerely yours,

Signed

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

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1 FEB 1945

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DDO Hqs.

8 Jan 8 20 June 1974

BLN/RC/UC: Date 10-14-76

DECLASSIFY

(Wrote AFM, Lt Col Hill, Ave
28 Jan 45)

SECRET	
1 FEB 1945	
Date	Initials

1 FEB 1945

Initials

Hq. General George C. Kenney
APO 983
c/o Postmaster
San Francisco, California

Dear George:

General Arnold recently received a letter from General Sam Anderson in the U.S., giving him the latest first hand knowledge of the Ninth Bombardment Division's experience with the A-36 aircraft to date. This letter is so interesting that I am attaching a copy of it for your information. We are very much encouraged with what General Anderson has to say about the A-36.

Sincerely yours,

Signed

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

1 Incl
by ltr to Gen Arnold
by Gen Anderson dtd
4 Jan 45

~~SECRET~~
1 FEB 1945
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DOO ltr.

9 Jan. & 20 June 1974

SP-424/SC-AC/DAL-10-14-74

A-26 Aircraft

29 JAN 1945

Secretary of Air Staff

1

AC/AS, Operations, Commitments and Requirements

1. Attached hereto for signature by the Chief of Air Staff are two proposed letters, one to General Anderson in reply to a letter dated 4 January addressed to General Arnold and a second to General Kenney transmitting a copy of General Anderson's letter of 4 January to General Arnold.

2. Colonel Dean referred General Anderson's letter to Plans and M&S for preparation of an appropriate reply. Later Colonel Proctor requested that a brief of General Anderson's letter be transmitted to General Kenney. Later still, by direction of the Secretary of the Air Staff, action was transferred from M&S and Plans to OCR. We have accordingly prepared appropriate letters in coordination with M&S. It is our suggestion that a copy of General Anderson's letter be transmitted to General Kenney rather than a brief (as suggested by Colonel Proctor). It is believed that an exact copy is more convincing than any brief could be.

3 Incls

Incl 1. Orig ltr fr Gen
Anderson

Incl 2. Reply to Gen Anderson

Incl 3. Ltr to Gen Kenney w/1 Incl

WILLIAM F. MCKEE

Colonel, U.S.C.

Acting Chief of Air Staff

Operations, Commitments & Requirements

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~~SECRET~~
DECLASSIFIED
DDI-815
8 Jan & 20 June 1974
By: 124786 JAC Date: 10/14/76

AFARP-40
WMB:mec
74055
wtn: 27 Dec 44
DATE INITIALS

28 DEC 1944

**MEMORANDUM FOR THE SECRETARIAT, COMBINED CHIEFS OF STAFF,
(Attention: Brig. General A. J. McFarland)**

**Subject: Additional Units for the French Air Force
(Current Proposed Revision of CCS 350).**

The attached memorandum subject "French Air Force Rearmament Plan Extension for the period 1 January 1945-30 June 1945" has been received by this Headquarters by messenger from SHAEF (Main) Air Staff. This is forwarded to Combined Chiefs of Staff for appropriate action with the request that it be processed as rapidly as possible.

For the Commanding General, Army Air Forces:

Signed

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

Incl - as abv

SAS 452.1 France (17)

28 DEC 1944
44G

~~SECRET~~
SECRET

COPY TO: Gen Giles

SAS 452.1 France (17)

~~SECRET~~

SECRET	
AFAP-40	
WH:mas	
7455	
DATE	27 Dec 44
INITIALS	

DECLASSIFIED
DOO lrs.

8 Jan. & 20 June 1974

By 2117 GIC LC; Date 10-14-76

28 DEC 1944

**MEMORANDUM FOR THE SECRETARIAT, COMBINED CHIEFS OF STAFF,
(Attention: Brig. General A. J. McFarland)**

**Subject: Additional Units for the French Air Force
(Current Proposed Revision of CCS 350).**

The attached memorandum subject "French Air Force Reorganization Plan Extension for the period 1 January 1945-30 June 1945" has been received by this Headquarters by messenger from SHAF (Main) Air Staff. This is forwarded to Combined Chiefs of Staff for appropriate action with the request that it be processed as rapidly as possible.

For the Commanding General, Army Air Forces:

Signed

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

Incl - as abv

28 DEC 1944
446

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~~SECRET~~

COPY TO: SEC/Air Staff

SAS 452.1 France 17

DECLASSIFIED

DECLASSIFIED
DDO JRS.
8 Jan. & 20 June 1974
By ALM/CG LC Date 10-14-76

Additional Units for the French Air Force (OCS 150)

Chief of the Air Staff

27 December 1964

AG/AS Plans

WHD:mec 7h055¹

Attached memorandum inclosing the French Air Force rearmament plan extension together with comments and recommendations of General Spants, Deputy Chief of Operations, and General Eisenhower's Deputy Chief of Staff for Air, has been prepared for your signature.

Incl - as abv

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

DECLASSIFIED

SECRET

DECLASSIFIED
DDO 115

8 Jan. & 29 June 1974

By 312-0210, Date 10-14-76

~~SECRET~~

ROYAL AIR FORCE DELEGATION

A.22137/42

18 July 1944

The Honourable
The Secretary of War
Room 3 E 880
Pentagon Building

Attention: Brigadier General G. C. Jamison

Transfer of 12 Baltimores to French
Picardie Squadrons

As a result of a request from the Royal Air Force, Algiers, the Air Ministry has asked for permission to transfer twelve Baltimores to the French Picardie Squadron. This Squadron operates under French command and is at present armed with Blenheims which are now unserviceable and unfit for combat.

2. Whilst we are waiting for permission to transfer these aircraft, it is obviously impossible to give the numbers of the aircraft at this time and we therefore cannot state if the aircraft will be all lend/lease or partly lend/lease and partly cash purchased by U.K.

3. It is therefore requested that you will agree to the transfer of up to twelve Baltimores to the French Picardie Squadron. On receipt of this agreement the aircraft numbers will be reported to M.A.C. (Air).

(S) H. T. Lydford
Air Commodore
Director of Supply and Organisation

~~SECRET~~

HEADQUARTERS ARMY AIR FORCE

ROUTING SLIP

TO:

Mr Gray

DATE

7/11

OFFICE OR SYMBOL	BUILDING
ATTENTION:	ROOM

FOR:

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

REMARKS:

1. Please file this in one file where it may be readily accessible to Genl. Arnold's office when reply has been received from Genl Eaker (See OAV 12-RA) v. Copies have been furnished the date to OOR, Plans, M&A, Intelligence, Training, Personnel & 3 Deputies

TAY
T. A. FITZPATRICK

FROM:

NAME Secretary of Air Staff	OFFICE OR SYMBOL
PHONE	BUILDING
	ROOM

3-218, AV

~~SECRET~~
~~RELEASABLE~~

DECLASSIFIED
000 ltrs.

8 Jan. & 20 June 1974
By ALN/GE JC. Date 6-14-74

Transfer of 12 Baltimorees to French Picardie Squadron

Deputy Chief of the Air Staff

22 July 1944

ACAS Plans

1
GCJ:mas 71127

Attached draft of reply to letter 18th July above subject from Royal Air Force Delegation forwarded for signature.

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

Incls -
Draft ltr to RAF for sign.;
Orig ltr 18th Jul 44 from RAF.

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Sad. 4521 France (15)

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UFG 016

9 Jan. & 20 June 1974

By AIN/SG/SG Date 10-11-76

AFAEP HVB-mec 71127
rewrtn AFSAS:WDG:JB 5791

AUG 23 1944

Air Commodore H. E. Howell
Director of Supply & Organization
Royal Air Force Headquarters
11th, Whitehall Street, S.W.
Washington, D. C.

Dear Air Commodore Howell:

I have your letter of 21 August 1944 (A-22,337/42) in regard to the transfer of 12 B-24's to the French Fleet Air Squadron.

All requests for the surrender of land-based aircraft should be submitted to the Secretary, War Relocation Authority (AWR), Room 12-121, The Postage.

Sincerely yours,

[Signature]

WALTER W. TRENKLE
Brigadier General, U. S. Army,
Deputy Chief of Air Staff.

11/10/44

24 AUG 1944

AGG

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Vol 452.1 France (15)

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DECLASSIFIED

000 786

9 Jan. & 20 June 1996

EO 1.175, 1.176, 1.177, 1.178, 1.179, 1.180

Ref: A.32,137/42.

SUBJECT: Transfer of 12 Bellman to the French
Fleeting Squadron.

TO: Mr. Clarence E. E. Smith
Director of Supply & Organization
Dept. Air Force Education
1200 Connecticut Street, N. W.
Washington, D. C.

Answering your letter of 14 August 1955 in regard
to the transfer of 12 Bellman to the French Fleeting Squadron,
this is to advise you that requests for the submission of lead-
line aircraft should be submitted to the Secretary, Military
Assignments Committee (AC), Room 2 E 121 The Pentagon.

WALTER E. THOMPSON,
Inspector General, U.S.A.,
Deputy Chief of the Staff.

rewritten

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~~SECRET~~

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DDO IIR
8 Jan 8 20 June 1974
Ref: CGO IC Date 12-14-74

Transfer of 12 Balthazors to the French Picardie Squadron

Deputy Chief of Air Staff
AAGS Plans, Logistical Plans Division

19 August 1944

1
BYDams 7455

Attached draft of letter reference above subject prepared for General
Tiberiade's signature.

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

Incls
Draft ltr to HAFB
for sign Gen Tiberiade
Orig ltr to Gen " for
A/G HAFB 2nd 14 Aug 44
Blk/ly to Col. Bastin from GCF

2

~~SECRET~~

452.1 Jerome (B) B

HEADQUARTERS ARMY AIR FORCES
ROUTING AND CONTROL SHEET

SECRET

DECLASSIFIED

000 000

8 Jan. & 22 June 1974

TALLY NO.	
FILE NO.	

SUBJECT: Rearmament Plan - French Air Forces.

TO: General Giles

DATE 7/8/44

FROM: General Arnold

COMMENT NO. 1.

1. The following information should be circulated to all concerned. On Friday, July 7th, Lieutenant General Bethouart, accompanied by 3 of his officers, brought the attached plan to me. A study of this plan shows that the French desire the following.

- a. Flying schools in France as soon as it is possible to establish them.
- b. 8 transport squadrons.
- c. 10 bombardment squadrons.
- d. 10 pursuit squadrons
- e. 4 reconnaissance squadrons.
- f. 1 squadron for French Colonial operations.
- g. 150 light airplanes.

2. During the discussion of all of these different types of planes and services, it was made clear that the U.S. would have to furnish to the French not only the airplanes but also all the ground and unit equipment for the personnel that would operate these planes.

3. With the above in mind, the program was approved as a general proposition. It was brought out, however, that it must be passed through General Eaker who is handling all of these matters for General Wilson. It was also brought out that in all probability it would be possible to start the schools in North France sooner than in South France, in which case General Eisenhower would have to approve the project. A message was sent to General Eaker accordingly, in which it was requested that he take this matter up with General Spaatz who at the moment is with General Eaker, so that both General Wilson and General Eisenhower will have some idea as to the establishment of these French schools.

4. General Bethouart was told that in our opinion it was very essential that he send over to the U.S. one small group of officers to study our schools, our technique, our supply and our curriculum so that there would be no detail connected with the establishment of the French schools with which they were not acquainted. For this purpose General Harper was called into my office and the French aviation officers turned over to him so they could consummate the details of having these French officers come to the U.S. at the earliest possible moment.

SECRET

File in 11 July 44
SAS 452-1 France 13

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TALLY NO.	
FILE NO.	

SUBJECT:

Rearmament Plan - French Air Forces

TO: General Giles

DATE 7/8/44

FROM: General Arnold

COMMENT NO. 1.

CONTINUED

5. Transport Squadrons: The French request was for 8 transport squadrons, the first squadron to be organized in October and one squadron each month thereafter until the 8 were completed. He was told that at this writing it did not look as if there would be much difficulty in getting the planes by that time in the numbers that he requested, but naturally it would have to be made a subject of study. General Bethouart was further informed that the airplanes would be of the C-47 type.

While talking about the transport squadrons, the French brought up the point that they already had 2 transport squadrons which were equipped with C-47's and one which was equipped with C-45's. They requested that the C-45 squadrons be equipped with C-47's. They were told that there wasn't a chance in the world of getting any more C-47's and they would have to be satisfied with the C-45's.

6. Bombardment Squadrons: Their request was for medium bombardment starting with one squadron in January 1945 at the rate of one per month thereafter until all 10 were completed. During the course of the conversation, they asked for heavy bombardment squadrons - B-24's. They were told that at this writing there was not a chance of getting B-24's or B-17's, but that by January it might be possible to give them B-25's. If, however, the war with Germany was completed by that time, we could give them B-17's or B-24's as we would be willing to transfer to them complete organizational equipment of all kinds, including airplanes, from groups which we would withdraw from Europe. If, however, the war with Europe was not over, I did not feel that there would be any difficulty in giving them B-25's or B-26's by January 1945 at the rate they wished them, but there might be some difficulty in furnishing them organizational equipment.

7. Pursuit Squadrons: Naturally they asked for P-51's and P-38's, the squadrons to be formed starting with the first one in January 1945 and one each month thereafter. They were told that the same rules applied with regard to organizational equipment for fighter outfits that had applied to bombardment outfits, and that the termination of the war with Germany would make it materially easier for us to equip the squadrons.

8. Reconnaissance Squadrons: The French said they now had one reconnaissance squadron equipped with P-38's and Spitfires and would like very much to have that built up into two - one of P-38's and the other of P-51's. I told them that there wasn't a chance in the world of their getting any P-51's or P-38's, and that they

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TALLY NO.	
FILE NO.	

SUBJECT:

Rearmament Plan - French Air Force.

TO: General Giles

DATE 7/8/44

FROM: General Arnold

COMMENT NO. 1

CONTINUED

would have to be satisfied with what they had and suggested that they make use of the P-39's which they had in stock at Casablanca. The French objected to using the P-39's because it was bad on the morale of their pilots when they were asked to use P-39's and our people didn't use them. It was called to their attention that they weren't getting much use out of the P-39's by keeping them sitting on the ground. The French still stuck for P-51's. I replied that they would not have a chance of getting them for the time being and again suggested that they use their P-39's. They reiterated that the P-39's were not satisfactory. I told them we could take all the P-39's away from them (the French) and give them to the Russians who were waiting for them and would be only too glad to get them.

They would like one reconnaissance squadron every 3 months starting the first of January giving them a total of 5. This matter was never finally decided upon and was left with the French thinking of what would happen to them if the P-39's were taken away from them and given to the Russians.

9. French Colonial Squadron: The French would like very much to have one squadron of 18 airplanes equipped with A-20's or B-25's as soon as they can get it. They were told that this matter would be looked into but they should not be too hopeful of getting these airplanes at once unless they could get them from General Eaker.

10. Light Planes: The request was for 150 light planes of Cub type which they would like to have delivered to them between October and January in equal installations. They were told there should be no trouble in getting these planes on the dates specified.

11. As shown above, in general the French were assured they would get these airplanes requested on the dates specified if it were possible to give the planes to them without interfering with the operations of our own units in the various theaters of war. They were told also that if the war with Germany terminated in the Fall, there would be no difficulty in their getting the planes requested. The greatest difficulty would probably be in securing ground and organizational equipment.

12. This matter has been taken up with General Eaker and must be cleared through him so that he is acquainted with what happens. At this writing we are waiting to receive a reply from him to our message of yesterday.

Incl:

French plan re above subj.

SECRET

H. H. A.

MEMORANDUM CONCERNING the REARMEMENT PLAN

FRENCH AIR FORCES

Gen. Amred
Ben

A rearmement plan, known as Plan VIII to be carried out from July 1944 to the end of 1946, was set up in November 1943. This plan which was presented to the Allied Authorities has not been examined. It was based on a force of 360,000 men.

A new plan, based on a force of 180,000 men, called PLAN VIII, 1st phase, has been set up for the years 1945 and 1946.

While Plan VII was being carried out, a request was made that PLAN VIII 1st phase, be accepted and distributed as rapidly as possible by the Combined Chiefs of Staff.

The details of this plan are being presented to General Eaker, Commanding the M.A.A.F. Its first section includes equipment necessary for the following groups and units which would be equipped gradually beginning the 1st of October 1944 up to the end of 1945 according to circumstances and availability of personnel:

a) Most urgent, and needed as soon as any French soil is liberated -2 groups of schools of flying personnel, each one including a series of flying schools of the American type;

1/2 per month beginning Oct
-8 transport Squadrons necessary to offset the lack of ground transport and communications in all parts of France that will be liberated and for transportation of French Airborne troops.

C-4 5/27 change to C-47
b) Aviation Units:

-10 bombardment squadrons

-10 pursuit

- 4 reconnaissance Squadrons of which one can be made up immediately
8 - now - 7-8 - prepared by taking the squadron already existing under plan VII.

- 1 squadron of (sovereignty) *double Gloual A-20 - B-25 - some come from*
- some units of light planes for ground liaison and observation
150 units - Oct to May

c) The corresponding services and commands.

d) Units for ground defense:

4 regiments of 4 groups each

12 aa Bus.

NOTA: This plan includes of ^{only} units that are strictly military and does not include a Civil Transport Aviation.

Algiers, July 4th, 1944

Transmitted; July 7th 1944.

Lieutenant General M. E. Bethouart
Chief of Staff of National Defense

Shelley

CLASSIFIED

-MEMORANDUM relatif au Plan de REARMEMENT-

(Armée de l'Air Française)

- Un Plan de Réarmement, dit plan VIII, à exécuter de JUILLET 1944 à fin 1946, avait été établi en NOVEMBRE 1943. Présenté aux Autorités Alliées, il n'a pas été examiné. Il était basé sur un effectif de 360.000 Hommes.
- Un nouveau plan, basé sur un effectif de 180.000 hommes, dit plan VIII, première phase, a été établi pour les années 1945 et 1946.
- Or, le Plan VII étant en voie d'achèvement, il est demandé que le Plan VIII première phase soit accepté et reparté le plus rapidement possible par les C.C. S.

Le détail de ce Plan est présenté actuellement au General Eaker, Cdt. les MAAF. Sa première tranche comporte le matériel nécessaire aux formations et unités suivantes, dont la mise sur pied serait échelonnée à partir du 1er octobre 1944, jusqu'à fin 1945 suivant les circonstances et les disponibilités en personnel:

- a) En 1ère urgence, et dès la libération d'une partie du territoire:
 - 2 groupements d'écoles de personnel navigant comprenant chacun une série d'écoles du P.N. du type américain:
 - 8 squadrons de transport nécessaires pour parer le manque de communications terrestres dans la Métropole libérée, et pour transporter nos troupes aéro-portées.
- b) Unités aériennes:
 - 10 squadrons de bombardement
 - 10 squadrons de chasse
 - 4 squadrons de reconnaissance, dont 1 peut-être fait immédiatement par dédoublement du squadron existant dans le Plan VII
 - 1 squadron de souveraineté
 - des unités d'avions légers d'observation.
- c) - Les services et Commandements correspondants.
- d) - Unités de défense de terrain:
 - 4 régiments à 4 groupes

- N O T A - Il ne s'agit dans ce plan que des unités strictement militaires à l'exclusion de l'aviation de transport civile.

Alger, le 4 Juillet 1944

Remis le 7 Juillet 1944

CLASSIFIED

Le Général de Corps d'Armée BETMOUTART
 Chef d'Etat-Major de la Défense Nationale

Stellman

~~SECRET~~

Priority Allocation

DECLASSIFIED
DDO 425
8 Jan 62 20 June 1962
By AC Doc 10 214-76

Allocation of Thirty-six (36) A-35A Type Aircraft to the French

Deputy Chief of the Air Staff
AGAS Plans

26 Feb 1944

OOJ:mas 71127³

1. Attention is invited to paragraph 3 of Comment No. 2.
2. It is recommended that the authority requested be granted and that the aircraft in question be shipped as soon as practicable.

Incl n/e

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

To: AC/AS, Operations, Commitments and Requirements.
From: Deputy Chief of Air Staff (General Vandenberg).

Date: 27 Feb. 1944
Comment No. 4
WEB/gwd/8458

Paragraph 3 of Comment #2 is approved.

Incl. n/e

HOYT S. VANDENBERG,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

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Air 452.1 France 12

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DECLASSIFIED
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9 Jan. & 20 June 1974

By: ~~DAW/CS~~ AC, Date: 10-11-76

Allocation of Thirty-six (36) A-35A Type Aircraft to the French.

To: AC/AS, OCR - Allocations Branch.

Date 12 Feb 1944.

From: AC/AS, OCR - Aircraft Branch.

Comment No. 1.

JFF:knh 71050.

1. In connection with the allocations of A-35A aircraft as established in R&R from AC/AS, Materiel, Maintenance & Distribution to AC/AS, Operations, Commitments & Requirements (cy. attached), authority has been received from AC/AS, Materiel, Maintenance & Distribution to ship subject aircraft as they become available after repair or reconditioning, thus enabling this Branch to have all thirty-six (36) airplanes moved into repair facilities at one time. This Branch is taking action to secure from AC/AS, Materiel, Maintenance & Distribution information as to the repair facility that will accomplish this work and the date that subject aircraft should be moved in. However, it is anticipated that considerable delay will be encountered in the movement of the aircraft to the preparing facility, the actual preparation by the repair facility, and subsequent movement to port of embarkation. With this in view, it is suggested that an investigation be made as to the possibilities of using A-35B type aircraft, which this Division has been informally advised will be made available to Army Air Forces in late April or May, to fill this commitment.

Incl.

Copy R&R fr MM&D dtd

1/14/44 re FR allocations.

W. D. CAIRNES,

Colonel, Air Corps.

To: AC/AS, Plans (Attention: Gen Jamison)

Date 21 Feb 1944

From: AC/AS, OCR, Commitments Division

Comment No. 2

JJO'S/jit/6109

1. It is understood, that at the time the Chief of Air Staff approved the tentative allocation of thirty-six (36) A-35A used aircraft from Army Air Forces stock, to the French, the Army Air Forces were not scheduled to receive A-35B aircraft from production.

2. Recent cancellations by Allied Nations of their requirements for A-35 aircraft has made available, to the Army Air Forces, approximately three hundred eighty-two production A-35B aircraft, beginning April 1944.

3. In view of Comment No. 1, above, it is requested that authority be granted to fill the A-35 aircraft commitment to the French Air Force from A-35B production aircraft scheduled for the Army Air Forces.

1 Attach
n/c

R.H. KELLY

Colonel, Air Corps

~~SECRET~~

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DOD Hist
8 Jan. & 20 June 1974
By ALC/EC JC. Date 10-14-76

Tentative Allocations of Tactical Aircraft for January - June 1944.

AC/AS,OCR, Allocations Branch.
Attention: Major Young

14 Jan 1944

AFMMD-4E

Comment 1.

AC/AS,MM&D, Aircraft Distribution Control Branch.

Major J. S. Hoover/jot/

74323

1. The Chief of the Air Staff has just approved a schedule of tentative allocations of tactical aircraft for the period January-June 1944. Included therein are the following allocations for the French Air Force.

Model	1944						Total
	J	F	M	A	M	J	
B-26C	15	15	15	12	-	-	57
A-35A	6	6	6	6	6	6	36*
P-39	15	15	15	15	15	15	90
P-47	10	15	15	15	15	15	95
UC-78	10	10	10	8	-	-	38

*From A.A.F. Stock

2. The Aircraft Distribution Office, Patterson Field, has been advised of these allocations.

3. It is understood that the delivery of aircraft in satisfaction of the above allocations is to be accomplished in the same manner as was the practice during the last half of 1943. This being the case, it is requested that your office initial the necessary action to have shipping instructions issued in accordance with the above allocations.

4. The International Section, AC/AS, MM&D, advises that the above aircraft should be delivered as follows:

a. If crated	to Casablanca
b. If deck loaded	to Algiers
c. If flight delivered	to Algiers.

C. W. NEWHALL, JR.
Lt. Colonel, Air Corps
Chief, Aircraft Distribution
Control Branch, Control Office
MM&D.

~~SECRET~~

SECRET

DECLASSIFIED
DDO 103
8 Jan. & 20 June 1974
By ALM / 56 JG Date 10-11-76

Allocation of Thirty-six (36) A-35A Type Aircraft to the French

4521 France

To: AC/AS, Operations, Commitments and Requirements.

Date: 27 Feb. 1944

From: Deputy Chief of Air Staff (General Vandenberg).

Comment No. 4
WRB/gwd/8458

(12)

Paragraph 3 of Comment #2 is approved.

HOTT S. VANDENBERG,
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Incl. n/c

Dispatched
28 FEB 1944
AAJ

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air 034521 France (12)*

~~SECRET~~

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

12 February 1944.

Atto

*File
MAR*

MEMORANDUM FOR MAJOR GENERAL B. M. GILES:

Subject: French Military Airlines' Operation
to Moscow.

1. In General Arnold's Log (Page 368, dated 27 Jan '44)
the question was asked - "Plans -- Do the French fly trans-
ports to Moscow?"

2. Following reply to that question is believed to be
new and of sufficient interest to pass to General Arnold:

a. French Military Airlines operate a weekly
service between Damascus and Baghdad which is ex-
tended to Teheran twice monthly.

b. The line has made one experimental flight
between Teheran and Moscow, but apparently there
are no plans for further operation over this route.

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

air ch 45-2.1 France (11)

*File
ce 17 Feb 44*



~~SECRET~~

air ch 45-2.1 France (11)

Bombights for Lend-Lease Aircraft

Chief of the Air Staff

15 March 1944

ACAS, WMA&D

AFSA-42/WSC: cl/6767

1. Comment #2 denies Norden bombights for the French B-26's.
2. It is understood that General Giles advised General Eaker on 14 March 1944, in teletype conference, that Norden bombights will now be installed in B-26's for the French.
3. Confirmation is requested of this change in instructions.

O. P. ECHOLS
Maj. General, U. S. A.
Asst. Chief of Air Staff
Materiel, Maintenance & Distribution

TO: AC/AS, WMA&D
incl. n/c
FROM: Deputy Chief of Air Staff

DATE: 20 March, 1944
Comment No. 6
WAK:hj 72487

General Giles stated that the French could get Norden sights as and when AAF requirements are satisfied -- i.e. We come first!

Dispatched
21 MAR 1944
AGG

Incl n/c

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

Airab:
Previous Comments already in file
If we have plenty
now let the French have
what they need

~~14. Army Air Staff~~
~~21 14~~
~~and receive~~

452.1 France 10

Airab 452.1 France 10

DECLASSIFIED

DDO 10a

9 Jan. & 27 June 1974

12-114-76

DECLASSIFIED

Bombsights for Lend-Lease Aircraft

452.1 Frame (10)

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

DATE 10 Mar 44

COMMENT NO. 4
ESP/ova/6371

The attached policy covering installation of bombsights in lend-lease aircraft as approved by General Giles is forwarded for necessary action.

1 Incl
SECRET memo for Gen.A.
this subj frn Gen.Perrin
as approved by Gen.Giles

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

DECLASSIFIED

File
C. M. M. 4

W. H. G. 452.1 Frame (10)

DECLASSIFIED

DDO lrs

8 Jan & 20 June 1974

By ALM/RC UC Date 12-14-76

SECRET

AFDAS
ESP/eva/6371

7 March 1944

DECLASSIFIED

MEMORANDUM FOR GENERAL ANWOLD:

Subject: Bombsights for Lend-Lease Aircraft

1. In accordance with the AAF policy, the Sperry sight has been recently discontinued and will be out of production in May. All bombardment aircraft will be equipped eventually with Norden sights.

2. This brings up the question as to whether lend-lease bombardment aircraft should be equipped with Norden sights or some foreign substitute. As an example, the Chinese are getting both B-24's and B-25's. Since the Japs must have some captured Norden sights, there seems to be no security reason for not allowing these sights to go to the Chinese.

3. It is therefore suggested that, when all AAF requirements for the sight have been met, the following policy be adopted for the lend-lease aircraft:

China	-----	May receive Norden sights
Netherlands	-- "	" " " "
Australia	--- "	" " " "
French	- - - -	Will not receive Norden sights
Russia	-----	" " " "
U.K.	-----	Do not want Norden sights
Canada	-----	" " " "

Signature

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

SECRET

air 48.

~~SECRET~~

DECLASSIFIED

DDO 485

6 Jan 83 201 1984

By 4601/863 102, DOW, 10-14-74

See 452.1 France (10)

TO: AC/AS, MM&D
FROM: Deputy Chief of Air Staff

Date 17 Feb 44

Comment No. 2
WME/dj/72487

1. We will not install Norden bomb sights in the B-26 airplanes allocated to the French.

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

*Dispatched
17 Feb 44
AAG*

~~SECRET~~

*File with
AAG
AAG 452.1 France (10)*

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DDO 105

8 Jan & 23 June 1974

By: ALM/MS/DC Date: 10-14-76

Van

Aircraft for French Navy.

Plans (General Jamison)

1/8/44

General Ester

1.

Mr. McSley called the office of the CG,AAF this morning to question our ability ⁱⁿ plans on meeting requirements for aircraft by the French Navy.

He was informed in general of Admiral Penard's call in the office of the CG,AAF, General Saville's presence in Washington and our proposed course of action. Please prepare for Mr. McSley an informal memorandum, setting forth the situation as it exists at this time and keep him posted on further developments in the immediate future.

Duplicates of these memoranda should be prepared for Mr. Lovett, should be prepared for your signature, but should be cleared by higher Air Staff authority before dispatch.

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

CC:

General Ferrin
General Vandenberg ✓
General Hall

598 4521 France (9)

*10-1-76
AMM*

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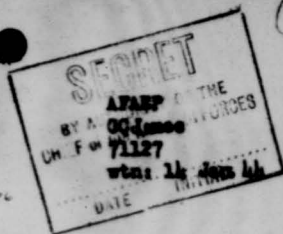
As 4521 France (9)

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DDO W/S

8 Jan 64 10 Jan 1974

By DA/186 on the SECRET



MEMORANDUM FOR THE ASSISTANT SECRETARY OF WAR, MR. JOHN J. McCLOY:

Subject: Aircraft for French Navy.

1. For your information the French Naval Mission has submitted a requisition for land based aircraft through the United States Navy Department. The requisition is now before the Munitions Assignments Committee (Air) for action and calls for the following listed aircraft:

105 B-29C bombers
110 F-40 fighters
21 DC-3 transports
7 B-25C for communications
10 light transport liaison (any suitable plane with capacity 5 passengers)

2. Admiral Farnard, senior member of the French Naval Mission, has personally presented his case to the undersigned and Brigadier General G. P. Seville, Army Air Forces member on the Joint Air Commission in the Mediterranean Theatre who is temporarily in Washington.

3. Discussions with Admiral Farnard brought out the following information:

a. General Seville informed the Admiral that the Joint Air Commission had endeavored to obtain a plan for equipping and maintaining French Naval Air Force units for employment under the operational control of the Mediterranean Theatre Commander. No plan was submitted.

b. Admiral Farnard stated that approximately 2,000 men (pilots and mechanics) were available in North Africa to man French Naval Air Force units over and above four squadrons now being maintained by the British.

c. The Admiral stated that he was making his plea for aircraft on the basis of (1) the bad morale factor resulting

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4521 / France (8)

from inactive personnel in North Africa and (2) the psychological effect on the French people with the knowledge that the French Naval Air Force would actively participate in the Allied effort to free the French nation.

g. It was explained to Admiral Fenard that while we are sympathetic to his plan, the aircraft requirements for United States and other Allied forces are such as to preclude an allocation to the French Naval Air Force at this time.

h. A radio message has been sent to the Allied Commander, Mediterranean Theatre, informing him of the French request and asking for his recommendation regarding the disposition of this case.

5. Action by the Munitions Assignments Committee (Air) on the requisition mentioned in paragraph 1 is being withheld pending receipt of a recommendation from the Mediterranean Theatre Commander.

O. C. JAMISON,
Brigadier General, U. S. A.,
Chief, Logistical Plans Division,
Assistant Chief of Air Staff, Plans.

Copies for: Mr. Lovett
Com. Ester

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*File
217 Jan 44*

See 284521 France 2

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DSB:mhb 71225
wtn. 8/21/45.

DECLASSIFIED
DOD 1135

8 Jan. & 20 June 1974
By: AL-1/86 LC, Date: 10/24/76 24 AUG 1945

MEMORANDUM FOR: Major General J. H. Burns
Executive, Munitions Assignments Board.

Subject: French Allocations of Aircraft.

1. Reference is made to a discussion that took place at the meeting of the Munitions Assignments Board on August 11th, during which Mr. Hopkins indicated the dissatisfaction of the French, with their allocations of certain munitions, particularly aircraft.

2. It is understood that General Eisenhower is currently engaged in negotiations with the French relative to supplying them with munitions from the United States. He has been advised of the approved allocations of aircraft during 1944. Any changes must depend upon his plans for the employment of the French Air Forces, in relation to the strategical and tactical requirements of the North African Theatre. It is not believed desirable to reopen the subject of the French allocations pending his recommendations.

3. As Chairman of the Munitions Assignments Committee (Air) I can assure you that the Army Air Forces will give every consideration to supplying the French with aircraft to the extent that General Eisenhower may recommend, and that production will permit.

Signed

BARNEY M. GILES,
Major General, U.S.A.
Chairman,
Munitions Assignments Committee (Air).

UNCLASSIFIED
24 AUG 1945
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COPY FOR: Gen Giles.

File
8/24/45

Incl #3
Air 45 452.1 France 9

ATG-452.1 France 9

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DECLASSIFIED

DDO 114

8 Jan. & 22 June 1979

By 2025/06/10 14:00:00 72

Availability of Aircraft for the French in North Africa.

File 452.1 France

Date 6 April 1943

TO: Major General B. M. Giles, Asst. Chief of Air Staff, Operations. Comment No. 5

FROM: Deputy Chief of the Air Staff.

TJH/cmo/6371

For your information and file.

Dispatched

Apr 7 1943

AAQ

Incls: n/e.

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

File 452.1/63

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File 452.1 France

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8 Jan. & 20 June 1974

By ALN/SLC Date 10-14-76

Availability of Aircraft for the French in North Africa.

REF 10 198

Deputy Chief of Air Staff.

Asst. C A S, Operational Plans.

FM/lay/71189 ⁴

1. The comments of the Director of Air Support are shown in Comment 3 hereon, and in the attached Memo dated March 5, 1943.

2. The first 100 A-35's will not include provision for winterization, but these may be classed as operational for theatres not requiring this feature.

3. The first 50 A-25's will not have the leak-proof fuselage gasoline tank installed, but successive articles may be considered operational, as the remaining installations and changes from the Navy design to meet AAF requirements should not prevent the use of this type in combat.

4. It is believed that Article No. 1 of A-35 production and Article No. 51 of A-25 production may be considered operational provided they pass accelerated service test.

Incls: n/c

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

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Dec 01

8 Jan 4 1998

By ALN R.S.C.

January 6, 1942

MEMORANDUM FOR CAPTAIN BLOSSOM:

General Arnold has seen the enclosed and has directed that no action be taken until instructions are received from the Combined Chiefs of Staff.

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

Incl:
Papers re French Request
for Airplanes.

*File
a 1/1/42*

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*Min Ingram
a 08 4521 + France (4)*

all out of 501 France (4)

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DECLASSIFIED
DDI WFO
8 Jan 5 1978
By 2014/256 JAC/epg/PT/STG

CMT/Lag/

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES.

SUBJECT: Request of French Air Force for 600 Airplanes.

I. Discussion.

1. The most recent request of the French for 600 airplanes is to equip

Estimated A/T

11 Fighter Squadrons	270
10 Bombardment	120
5 Dive Bomber	60
5 Reconnaissance	(30 Bomber Type)
	(30 Fighter Type)
5 Transport	100
	610

2. There are three sources or combination of sources for these aircraft, namely the Army Air Forces, the Royal Air Force and U. S. Navy.

3. Any aircraft given the French from the AAF must come from units now in the theaters or from units allocated to the theaters, as aircraft production has already been allocated.

4. Insofar as practical as pertains to the American commitments, the diversion should be made from the air units assigned to the North African Theater and in fact be a substitution of French units for AAF units rather than an augmentation of AAF units for the following reasons:

a. Present indications are that due to the Axis limitations in operational bases and logistical considerations, the current allotment of Allied combat air units to North Africa will prove adequate

A-1/AS
A-2/AS
Intd. S.
A-3/AS
A-4/AS
Plans/AS
Insp/AS
Mil. Req.
A. Def.
Bomb.
Cr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Dir. Pers.
Mil. Pers.
Gen. Pers.
Surg.
Advc.
Budget
Sign.
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Log. Pl.
Mat. C.
A. S. C.
F. C.

Copy for A. J. [Signature]
File 1/9/43
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Ind. Con.
Plann. Con.
Oper. Con.
Budget
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Surv.
Tr. Pers.
Mil. Pers.
Dir. Pers.
Pub. Rel.
Tech. Insp.
Photo. M.C.
Traffic
Weather
Comm.
Tech. S.
Int. Tr.
War O&M
Base S.
Cr. Sup.
Baseb.
A. Del.
Mil. Eng.
Imp/AS
Plann/AS
A-1/AS
A-1/AS
Int. S.
A-2/AS
A-1/AS

Recommendation for the Commanding General, Army Air Forces

and when they can be properly based and supplied.

b. The present number of air units in the theater has already saturated the base facilities of the area and the logistical facilities are seriously overstressed. Lack of base and supply facilities in the North African Theater will probably be a continuing problem in the employment of the air arm.

g. Any additional units would require additional shipping to the theater, which will remain at a premium for a long time.

5. As for the proper division of the responsibility for equipping the French Air Force, it is believed that the British should share equally with the United States. This procedure should tend to improve the present relationship between the French and the British.

II. Conclusions.

1. If the U. S. Navy provided the Dive Bombers, and the AAF and AAF shared equally in providing the other types, the AAF would provide approximately 190 Fighter type, 75 Medium Bomber type, and 50 transports. This would be approximately equal to 2 Fighter Groups, 1 Medium Bombardment Group (plus 1 Squadron) and 1 Transport Group.

a. Under such an arrangement, it would appear advisable to take the 2 Fighter Groups and the 1 Medium Bomber Group (plus 1 Squadron) out of the 12th Air Force allotment, or as an alternative from one or more of the less active theaters. As the system of supply in North Africa is largely dependent on Air Transport, there should be no diversion of Air Transports from the 12th Air Force. Due to the highly developed transportation and supply system in Great Britain, it appears logical to make the diversion from that theater.

2. If the Navy did not provide the Dive Bombers, the AAF's portion of Dive Bombers, approximately 1 Group, would have to come out of training units in the United States as the only available source.

3. If neither the Navy nor the British participated in the program, it would mean the diversion of units now present in or allocated to theaters approximately as follows:

- 4 Fighter Groups
- 3 Medium Bomb Groups (less 1 Sq)
- 2 Transport Groups
- 2 Dive Bomb Groups (less 1 Sq)

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DDI 105

8 Jan. 6 2010 1214

By: AIA/786 NO. 100-10-14-76

GMC/Lay/9834

Memorandum for the Commanding General, Army Air Forces

For the reasons stated above, it is believed that the most logical diversion would be:

- 4 Fighter Groups from the 12th Air Force
- 3 Medium Bomb Groups (less 1 Sq) from the 12th Air Force
- 2 Transport Groups from the 8th Air Force
- 2 Dive Bomb Groups from Training Units in U. S.

III. Recommendations.

It is recommended that:

1. The entire program of equipping a French Air Force in North Africa to a gradual development consistent with their ability to employ such a force effectively.
2. The U. S. Navy provide the necessary Dive Bombers.
3. The RAF and the AAF share equally in the provision of other type aircraft.
4. The AAF's portion of Fighter and Bomber type aircraft be diverted from the 12th Air Force.
5. The AAF's portion of Transports be diverted from the 8th Air Force.
6. The overall implications of the organizing, equipping, employing of a French Air Force in North Africa be the subject of a detailed study by the Combined Staff Planners.

G. A. AMERSON,
Brigadier General, U. S. A.

*To Gen Arnold by
Col. Taylor. 1/8/43.*

A-1/AS
A-2/AS
Inf. S.
A-3/AS
A-4/AS
Plan/AS
Imp/AS
Mil. Rec.
A. Def.
Bomb.
Gr. Sup.
Base S.
War O&M
Ind. Tr.
Tech. S.
Comm.
Weather
Traffic
Photo. M&C
Tech. Insp.
Pub. Rel.
Combined.
Mil. Pers.
Civ. Pers.
Surg.
J. Advoc.
Budget
Fiscal
Mgmt. Con.
Adj. Gen.
Org. Pl.
Stat. Pl.
Leg. Pl.
Mat. C.
A. S. C.
F. C.

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DDO 103

8 Dec 8 20 June 1974

SEC AC Date 70 11-76

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11/7/43

MEMORANDUM FOR THE COMBINED CHIEFS OF STAFF:

Subject: Expansion of the North African French Air Force.

I. DISCUSSION

The Issues

1. Conditions in North Africa emphasize the need for early action by the Combined Chiefs of Staff for consideration of a policy governing the provision of an air arm for the French Forces in North Africa; the extent, composition and utilization of such French Air Force, if provided, and the means to be employed for its training and equipment.

Advantages

2. The advantages of providing an Air Force for the French in North Africa may be summarized as follows:

a. From the political and psychological standpoint, a revived French Air Force would contribute substantially to unifying the French people on an anti-Axis basis, restoring and improving their morale, and lowering the morale of the German and Italian people.

b. The spirit of collaboration by the French with the Allies in North Africa would be enhanced by the accomplishment, at least in part, of their desire to build a force balanced in the several arms.

c. The utilization of French personnel in lieu of United States and British would effect an over-all saving in transportation to the North African theatre.

d. French air units can provide certain phases of air support to French Ground Forces more efficiently than United States

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or British air units, due to their knowledge of French ground organizations and techniques, and to the elimination of the language difficulty.

B. By this means another source of combat personnel, at least partially trained, would be utilized to replace similar U.S. and British air units in North Africa. This is considered a minor advantage, since the shortage in the Army Air Force is in airplanes rather than combat personnel.

C. The French air personnel have greater familiarity with the terrain, weather, conditions of the country and available utilities, than is the case with British or United States personnel.

D. The French may be thereby induced to use their fleet to assist in conveying supplies to North Africa.

Disadvantages

3. Disadvantages of restoring and expanding a French Air Force in North Africa include the following:

A. Diversion of aircraft to French units must be at the expense of U.S. and British units rather than as an augmentation thereto. Coordination of French air units with British and U.S. introduces an added complexity to the command system, involves language difficulties, hampers operational control and reduces flexibility of theatre air operations - as distinguished from air operations directed solely to the support of the French Ground Forces.

B. French air units constituted in North Africa might not be easily transferred from one theatre to another due to political reasons or to language difficulties. Furthermore, French opinion regarding the strategic policies governing the conduct of the war may influence the employment of their Air

Forces, especially if these are large, irrespective of whether the French views accord with those of Great Britain and the United States.

3. The equipping of the French Air Force with aircraft of the type required for our principal air offensive operations being conducted from bases in England would necessarily be at the expense of these operations.

Subsidiary Factors

4. If the French forces in North Africa are to be provided with an air arm, the principal factors to be considered in the implementation of the French Air Force are believed to be as follows:

a. The projected size and composition of the French Air Force should be governed by the following considerations:

(1). The proportion of the total Allied Air Force in North Africa which will be French should not exceed that deemed advisable by the Theatre Commander. Initially, the French force should be extremely small, no larger than the bare minimum to satisfy political considerations. Preferably, the aircraft allotted to the French should consist of support type aviation operating with French Ground Forces, Naval reconnaissance airplanes, fighter aircraft for which a continuing need can be visualized in the security of North Africa, and possibly transport aircraft operating in the North Africa transport service.

(2) The requirement of the French Ground Forces for ~~balanced~~ in their support arm is recognized. Gradual expansion is therefore indicated in such aviation units within the capacity of the theatre and the increasing ability of

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the French Air Force to profitably employ aviation strength. The size of the French Air Force should continue to remain the minimum consistent with efficient exploitation. Allocation of heavy land based bombardment airplanes should not be made, since such assignment would reduce the effectiveness of the strategic bombing effort against the Axis in Europe. A similar disadvantage is entailed by the allocation of medium bombers to the French Air Force, but to a limited extent this may be politically unavoidable.

(3) The uncertainty currently existing among the various French factions indicates the necessity for care in building up the French Air Force. As long as British and U.S. Air Forces control the air situation in North Africa, the political situation is more readily handled than might be the case if a preponderant portion of Allied air strength were French. The present uncertainties make inadvisable the allocation to the French Air Force of sufficient aircraft to enable this force to assume a dominant role in the control of North Africa.

(4) General Spaatz in his cable 3503, December 29, 1942, states the capacity of the French Air Force to be presently indicated as three hundred (300) fighters, four hundred (400) medium bombers and observation and one hundred (100) transports. The pilot personnel listed as available for transition training, fourteen hundred (1400) pilots, may run this aircraft strength if attrition personnel can be secured to prevent gradual shrinking from combat losses.

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The general scheme outlined in the cable did not appear sufficient to maintain this strength in combat. It is probable that about one half the number may be all that available personnel will profitably sustain. This is a function of the experience level of currently available personnel and the extent of source personnel, and should be investigated.

b. Training.

(1) Training in the theatre of combat crews and maintenance personnel should be limited to individuals requiring very little instruction. Other personnel should be given individual and OTU instruction in the United States in a manner similar to that now employed in training U.S. Air Force personnel. This is in accord with current policy for all theatres, and is economically sound.

(2) Necessary schools for the various stages of training should be established in this country, instruction being conducted in the French language. Insofar as feasible, staff and key personnel should be English speaking Frenchmen. An advance party of English speaking Frenchmen should be sent to this country to assist in the organization.

B. Sources of Aircraft.

(1) Aircraft for the French Air Force should be furnished by the Royal Air Force and the United States Navy and Army Air Forces. It is believed that British participation in supplying aircraft to the French would tend to stimulate a feeling of cordiality among the French people toward Great Britain, particularly among the French in North Africa.

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~~PLANNING~~

Insofar as Army Air Force aircraft are concerned, airplanes for the French Air Force will be at the expense of the 12th Air Force and result in a corresponding reduction in allocation thereto. It is believed that certain French Air Forces reconnaissance units may profitably be equipped with PB4 or other float type airplanes for anti-submarine or other sea patrol duty along the French West African coast.

II. ACTION RECOMMENDED.

1. That this paper be referred to the Combined Staff Planners with direction to prepare a study for the guidance of the Combined Chiefs of Staff in determining:

a. Whether the French North African Air Force shall be sustained and expanded - from U.S.-British sources.

b. If the French Air Force is to be equipped and maintained, standards to control its initial, and ultimate, (1) strength, (2) composition, (3) types of equipment, and (4) employment.

c. The periods of time within which such Air Force should be initially fully equipped, and expanded to ultimate strength.

d. By whom, and from what sources, the French Air Force shall be provided with aircraft, and other essential equipment.

e. The methods and means to be adopted for training airplanes crews for the French Air Force, particularly as to time, place, numbers to be trained, rate of training, and facilities and agencies to be utilized.

~~PLANNING~~

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REASONS

2. That the Joint Staff Planners be directed, in the preparation of their study, to ascertain and give appropriate consideration to the views and recommendations of the Theatre Commander.

Secret

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

REASONS

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DECLASSIFIED
DOO #13
8 Jan. & 20 June 1974
By ALM/EG/TC Date 10-11-74

Prepared by:
Major A.B. Carpenter/aa
AG/AS, MMS, Resources Div,
Extension 4141

SECRET	
By Authority of	
The Commanding General	
Army Air Forces	
2/17/45	CMS
Date	Initials

MEMORANDUM FOR CHAIRMAN,
AIR COORDINATING COMMITTEE:

SUBJECT: German Aircraft Interred in Sweden

The inclosed papers are referred to the Air Coordinating Committee for consideration.

1 Incl
Sms by WD

ROBERT A. LOVETT
Assistant Secretary of War for Air

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452.1 Germany (8)

17 July 1945

Presented by the War Department

ACC No. _____

TITLE:

DECLASSIFIED

DDO ltr

8 Jan & 20 June 1974

By _____ Date 12-11-76

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By Authority of
The Commanding General
Army Air Forces

7/17/45 *SMY*
Date Initials

PROBLEM

1. The United States Military Attaché, Stockholm, Sweden, at the request of the Swedish government, has cabled for instructions from the War Department on the disposition of fifty-one (51) German aircraft interned in Sweden, described in Tab A. Thirty-one (31) of these aircraft are of a cargo or transport type and the remaining twenty (20) are combat types. The Swedish government desires to be relieved of responsibility for these aircraft and wishes, if possible, to purchase the commercial models. Danish airlines flying between Stockholm and Copenhagen which had all their aircraft, with the exception of one (1), requisitioned by the German government, have requested that they be given one (1) of these aircraft of a transport type to extend their service.

DISCUSSION

2. As material of war interned in a neutral country is returned to the country of its origin at the end of hostilities, this property, under international law, would normally be returned to the German government. In the present absence of a German government, it would appear that the Allied Control Commission would have jurisdiction over these aircraft.

3. Present policy favors the destruction of German aircraft as the War Department is opposed to their use by allied countries or their sale to neutral countries, since the continued operation of these aircraft would develop an interest in keeping the German aircraft industry in operation to provide parts

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DDO Hqs.

8 Jan & 20 June 1974

By ASG / 66 JG, Date 10-14-76

SECRET
By Authority of The Commanding General Army Air Forces
<u>7/7/45</u> <u>66</u>
Date Initials

or replacement types.

RECOMMENDED ACTION

4. It is recommended that the Air Coordinating Committee:

a. determine United States Government policy in relation to the disposition of these aircraft, and

b. that the American member be requested to present the problem to the Control Council for Germany for decision, after he is informed of U. S. policy in this respect.

5. It is further recommended that the Commanding General, Army Air Forces be informed of U. S. policy and of action taken to obtain disposition instructions for these aircraft so that this information may be dispatched to the United States Military Attache in Sweden.

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600 hrs

8 Jan 8 20 June 2011

By: ACM/RG/AC Date: 10-2-76

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TAB "A"

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By Authority of
The Commanding General

Army Air Forces
Date: 7/27/45
Initials

Included in the fifty-two (52) German aircraft interned in ~~Sweden~~ are thirty-one (31) transport aircraft of the following types:

- 19 STORCH - Fiesler Storch 156 - Army Cooperation, Reconnaissance or staff transport; 2 to 3 place, 2-engined.
- 1 JU 52 BF-FS - Transport (primarily), Glider Tag, sometimes used as a
- 1 JU 52 R 12 Bomber; 3-engines fitted; carries maximum of 22 men.
- 1 JU W-34
- 1 FW 200 - Bomber; it is the military version of the original Condor Transport; 4-engined; carries a maximum of 25 to 30 men.
- 1 ME 108 HL - Army Cooperation, also used as light transport and trainer; single-engined.
- 1 Siebel 204 - Transport; 2-engined; carries about six people.
- 2 FW 189 A 2 Aerial Mapping - Light Transport and Army Cooperation; 2 engined; carries five men.
- 1 Blohm and Voess 138 C - Flying Boat; 3-engined; carries up to eight men.
- 1 DO 245 W-3 Unit A2 Seaplane, 3 engine - Not known
- 2 JU 52 - One badly damaged; one repairable

Also included are twenty-one (21) combat aircraft, of which twelve (12) are flyable and nine (9) repairable.

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DD FORM

1 JAN 6 1954

By: AIN / RAC/ Date: 12-17-76

24 FEB 1945

MEMORANDUM FOR GENERAL GILES:

Subject: Lessons Learned from Germans on Employment of Jet Aircraft.

1. In response to your query this morning on information regarding German Jet Aircraft, and what we are learning which will be of value to us in training our units the following is submitted.

2. Intelligence reports, combat reports and other information regarding the German Jet effort are being received in this Headquarters and are gone over repeatedly by those agencies concerned. Distribution of intelligence data is considered excellent. Recently, Lt. Col. J. A. Clark was dispatched from the ETO for the express purpose of bringing us up to date on the current employment and technical details of the German jets.

3. This information, both tactical and technical, reaches the Army Air Forces Board, Wright Field, and Tactical Units, and the 412th Fighter Group (Jet).

4. The Board is currently devoting much time to the analyzation of these reports. P-80 aircraft cannot be assigned to the Board but there are two P-59A's at Orlando, and two at Eglin Field. Comparative tests are being conducted continuously in an effort to bring the theaters up to date on the best way to combat the enemy Jet with present production fighters. Much valuable information has been sent to the ETO and MTO. Conversely we are obtaining much information of value which will assist us in training our jet units.

6. The 412th Fighter Group (Jet) is concurrently concerned with learning all they possibly can about how to fight in the P-80. An extremely high level of experience is undoubtedly necessary to insure the effectiveness of our first combat Jet units and, in the final analysis, the best method of effecting defense against high speed Jet fighters is with high speed Jet fighters.

7. Attached is a sample of information we are receiving.

*Orig taken to
New file
25 Feb. 45*

WILLIAM F. MCKEE
Brigade General U.S.A.
Acting Chief of Air Staff
Operations, Commitments and Requirements

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SAS 4821 Germany 32

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DECLASSIFIED
GPO USE
8 Jan. & 10 June 1974
By 104-86 LC Date 10-14-76

Jan. 11th Attacks and Statement for presentation to Poor Richard Club.

General White

15 Jan '44

Acting Chief of Air Staff.

1

1. General Arnold is dissatisfied with this reply to his oral request to General Bissell for the "implications" of the attacks on the 11th. He wants your best guess as to the change in the GAF plans, tactics, organization, etc., resulting from this attack.

2. Please be prepared to present this information to General Arnold, orally, at the Sunday morning presentation, Jan. 16th, and also prepare for him a two-paragraph statement which he could make "off-the-record" to the Poor Richard Club on Monday evening.

L. S. KUYER,
Brigadier General, U. S. A.
Acting Chief of the Air Staff.

1 Att.

Secret memo fr HHS to
Gen. Arnold 15 Jan '44

*Carried by Special messenger
fr. Gen White's office*

452-1 Germany (23)

SECRET

*File
aaH
452-1 Germany (23)*

The Production
Wastage Differential of General Air Force Single Engine Fighters.

~~SECRET~~

DECLASSIFIED

DDP/RIS

8 Jan & 10 June 1974

By AEN / SG / G. Date 10-14-76

TO: AC/AS, Intelligence
FROM: Deputy Chief of Air Staff (General Hall)

DATE 19 Jan 44

Comment No. 2
RHM/ee/72141

Noted.

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

Dispatched
10 JAN 1944
AM3

452.1 Germany (22)

File copy

~~SECRET~~

452.1 Germany (22)

~~SECRET~~

DECLASSIFIED

DOC #125

8 Jan. & 20 June 1974

By: A12 / GIC, LC, Doss / 6-774-76

The Production - Wastage Differential of German Air Force Single Engine Fighters.

Commanding General, Army Air Forces

AC/AS, Intelligence

~~SECRET~~
BY Authority of the Commanding
General Army Air Forces
31 Dec 43
Date Initials

31 Dec. 43

CC:ehk:4700

1

1. Attached hereto for your information is copy of letter dated 9 December 1943, from the Acting A-2, Eighth Air Force to the Commanding General, Eighth Air Force.

1 Incl.

Ltr to CG, 8AF fr Actg
A-2 8AF, dtd 9 Dec. 43
Subj: same as above.

G. C. COBB
Major, AC
Assistant Executive
AC/AS, Intelligence

Handwritten: 452.1 Germany

(22)

Handwritten: File
A-2 8AF

~~SECRET~~

452.1 Germany (22)

SECRET

DECLASSIFIED

DDO 018

8 Jan & 20 June 1974

By: AIA / R.C. LC, Date: 12-14-76

W.C. Bentley 452.1 Germany

TO: Deputy Chief of the Air Staff

Date

317 NOV 1943

FROM: AC/AS, Intelligence, Target Information Branch

Comment No. 2
JLL:rla:6554

1. Information requested above in Comment No. 1 is inclosed here-
with in attached memorandum.

- 4 Incls
- Incl 1 - Memo
- Incl 2 - Charts
- Incl 3 - Rough sketch
- Incl 4 - Cable

WILLIAM C. BENTLEY, JR.
Colonel, GSC,
Act'g. Deputy, AC/AS, Intell.

(17)

*File
C 11/24/43*

SECRET

452.1 Germany (17)

~~SECRET~~

DECLASSIFIED
GDS 100
8 Jan & 23 June 1974
By: 2147 RSC DC, Date: 10/17/94

German Aircraft

Assistant Chief of Air Staff, Intelligence

11-15-43

Deputy Chief of the Air Staff

WEH:JT 5246

1

1. Your attention is invited to incoming message No. 7111, CM-IN 8662, November 14, 1943, from Bern.
2. General Giles desires that a chart be prepared immediately along the lines as indicated in the attached rough (very rough) sketch
3. Since General Giles wishes to send this to General Arnold as soon as possible, please move as fast as possible.

1 Incl
Chart

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

Dispatched
15 NOV 1943
183

ALL 452-1 Germany (17)

File
Campbell

ALL 452-1 Germany (17)

~~SECRET~~

DECLASSIFIED

GPO HPS

8 Jan & 29 June 1974

By SP-12/SC SC Date 10-14-74

~~SECRET~~

SECRET	
By Auth	General
Date	27 Oct 1943
Initials	

Comments on Methods of Presenting the Strength of the German Air Force. *awp*

General Arnold

General Bissell

1
PMB:bje 71092

Transmitted herewith is Memorandum for General Strong for your signature.

CLAYTON BISSELL
Major General, U.S. Army
AC/AS, Intelligence

Incl:

Mem for Gen Strong
re above subj w/1 incl.

452.1 Germany (16)

*File
C-1074/43*

~~SECRET~~

452.1 Germany (16)

~~SECRET~~
CLASSIFIED

~~SECRET~~
By Authority of
The Commanding General
Army Air Forces
27 Apr 43
Initials

DECLASSIFIED

800 hrs
8 Jan. & 29 June 1974

By ALN / BGC Date 10-14-76

ME. 323 Transport

General Arnold

27 Apr., 1943.

Assistant Chief of the Air Staff, Intelligence.

1
EFG:lh 5613

In view of your interest at Harrisburg on Saturday in the ME. 323, the attached Intelligence Summary is furnished. The only estimates of production available through G-2 are that from eight to ten per month have been produced for a recent estimated total of seventy-five on hand. The number was reduced by twenty in the Mediterranean a few days ago.

452.1 Summary (14)

EDGAR P. SORENSON
Colonel, G. S. C.
AC/AS Intelligence.

1 Incl.
Inf.Intel.Sum.43-18.

DATE 29 April 1943

TO: Assistant Chief of the Air Staff, Intelligence.
ATTENTION: Colonel Sorenson.

COMMENT NO. 2
TJR/eva/6371

FROM: Deputy Chief of Air Staff.

Noted.

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

Incl: n/c.

TO: /C/A - Intelligence

DATE: 5/1/43

FROM: Chief of the Air Staff

COMMENT NO: 3
MAL/lw 5265

Noted by General Arnold and returned.

Incl: n/c/

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

Dispatched

MAY 1 1943

AAG

File 452.1 Summary
SECRET

Air Staff

air as 452.1 Summary (14)

DECLASSIFIED
DDO #2

8 Jan & 20 June 1974

By ALNG 86 JG, Date 10-14-76

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

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

Rec 891

SECRET
RELINQUISHED

File No. _____

Tally No. AAF DAG 3269

SUBJECT: High Altitude Enemy Aircraft. Type Ju 86 P 1. and Ju 86 P 2.

NO.	FROM	TO	DATE	COMMENTS
1	General Stratemeyer	General Kuter	1942 9/21	It is desired that the attached letter from the Commanding General, 8th Air Force, with inclosures, be brought to the attention of the Director of Bombardment and the Materiel Command. G. E. S.
Incl:	Ltr to CG/AAF, 9/16/42 frm Col. Davis, 8th Air Force /w/ Incl #1 - JU 86 P-1, P-2 and Incl #2 - Narrative on attempted interceptions of JU. 86, 9/16/42.			with A
2.	AFDAS	AFABI	1942 9/23	AFDAS LSK:fjw 6371 For dissemination including the above, A-3, A-4, Plans, Director of Technical Services, and the Air Surgeon. L. G. KUTER Brigadier General, U.S.A., Deputy Chief of Air Staff. Incl: n/c
3	AFABI	AFDAS	OCT 31 1942	AFDIS-ID/4 WAS/ekp/hdu 72590 1. Above request complied with. EDGAR P. SORENSEN, Colonel, G. S. C.

AFS-1
Barnhart
12

Eq. Army Air Force
JCI
ANG RECEIVED

File 10/31
Gray

(Do not see reverse side)

F-4071, AF. Rev. 8/10/41

Page No.

SECRET

AM aircraft
12

~~SECRET~~
EXAMINED

DECLASSIFIED
DOO 173

8 Jan & 20 June 1984

By: ALN/SG/JC/Daw/10-114-76

SUBJECT: High Altitude Heavy Aircraft. Types in SS P. 1, and in SS P. 2.

452, 1 Germany (12)

2. AFBRAS AFARI

1942
9/23

AFBRAS LSK:fjw 6371
For dissemination including the above, A-3, A-4, Plans,
Director of Technical Services, and the Air Surgeon.

L. C. KURR
Brigadier General, U.S.A.,
Deputy Chief of Air Staff.

Dispatched

SEP 24 1942
AAG

File
ce

Encl: n/c

~~SECRET~~
EXAMINED

452, 1 Germany (12) Gray

HEADQUARTERS
ARMY AIR FORCES

DATE _____

Correspondence
Symbols

TO:

___ Commanding General, Army Air Forces	AFACG
___ Chief of the Air Staff	AFCAS
___ Deputy Chief of the Air Staff	AFDAS
___ A-1, Asst. C. of A/S	AFAAP
___ A-2, Asst. C. of A/S	AFABI
___ A-3, Asst. C. of A/S	AFACT
___ A-4, Asst. C. of A/S	AFADS
___ Plans, Asst. C. of A/S	AFAEP
___ The Air Inspector	AFTAI
___ Director of Intelligence Service	AFDIS
___ Director of Military Requirements	AFDMR
___ Director of Air Defense	AFRAD
___ Director of Bombardment	AFRDB
___ Director of Ground-Air Support	AFRGS
___ Director of Base Services	AFRBS
___ Director of War Orgn. & Movement	AFROM
___ Director of Individual Training	AFRIT
___ Director of Technical Services	AFDTS
___ Director of Communications	AFTSC
___ Director of Weather	AFTSW
___ Director of Traffic Control & Reg.	AFTST
___ Director of Photo., Maps & Charts	AFTSP
___ Director of Technical Inspection	AFTSI
___ Public Relations Officer	AFPRO
___ Director of Personnel	AFDOP
___ Military Personnel	AFPMF
___ Civilian Personnel	AFPCP
___ The Air Surgeon	AFTAS
___ The Air Judge Advocate	AFAJA
___ The Budget Officer	AFTBO
___ The Fiscal Officer	AFBFO
___ Director of Management Control	AFDMC
✓ Adjutant General	AFMAG
___ Director of Orgn. Planning	AFMOP
___ Director of Statistical Planning	AFMSP
___ Director of Legislative Planning	AFMLP
___ Flying Training Command	AFFTC
___ Materiel Command	AFAMC
___ Air Service Command	AFASC
___ Ferry Command	AFAFC
___ Technical Training Command	AFTTC
___ Air Force	

Message sent to 1st + 3rd
Air Forces, 8/1/42

W.B.R.

HEADQUARTERS
ARMY AIR FORCES

DATE Aug 1 1942

Correspondence
Symbols

TO:

___ Commanding General, Army Air Forces	AFACG
___ Chief of the Air Staff	AFCAS
___ Deputy Chief of the Air Staff	AFDAS
___ A-1, Asst. C. of A/S	AFAAP
✓ A-2, Asst. C. of A/S	AFABI
___ A-3, Asst. C. of A/S	AFACT
___ A-4, Asst. C. of A/S	AFADS
___ Plans, Asst. C. of A/S	AFAEP
___ The Air Inspector	AFTAI
___ Director of Intelligence Service	AFDIS
___ Director of Military Requirements	AFDMR
___ Director of Air Defense	AFRAD
___ Director of Bombardment	AFRDB
___ Director of Ground-Air Support	AFRGS
___ Director of Base Services	AFRBS
___ Director of War Orgn. & Movement	AFROM
___ Director of Individual Training	AFRIT
___ Director of Technical Services	AFDTS
___ Director of Communications	AFTSC
___ Director of Weather	AFTSW
___ Director of Traffic Control & Reg.	AFTST
___ Director of Photo., Maps & Charts	AFTSP
___ Director of Technical Inspection	AFTSI
___ Public Relations Officer	AFPRO
___ Director of Personnel	AFDOP
___ Military Personnel	AFMPM
___ Civilian Personnel	AFPCP
___ The Air Surgeon	AFTAS
___ The Air Judge Advocate	AFAJA
___ The Budget Officer	AFTBO
___ The Fiscal Officer	AFBFO
___ Director of Management Control	AFDMC
___ Adjutant General	AFMAG
___ Director of Orgn. Planning	AFMOP
___ Director of Statistical Planning	AFMSP
___ Director of Legislative Planning	AFMLP
___ Flying Training Command	AFFTC
___ Materiel Command	AFAME
___ Air Service Command	AFASC
___ Ferry Command	AFAFC
___ Technical Training Command	AFTTC
___ Air Force	

for necessary actions.

JJC
JOHN E. COOLEY

Lt. Colonel, A. G. D.,

Assistant Air Adjutant General

X-398, AF

DECLASSIFIED

DDO Wa.

8 Jan. & 20 June 1976

By: ALM/SG JG; Date: 10-14-76

COMMCH FILE

FF1/S1/A4-3/

Serial 01639

UNITED STATES FLEET

HEADQUARTERS OF THE COMMANDER IN CHIEF

NAVY DEPARTMENT, WASHINGTON, D. C.

AUG 1 1942

CONFIDENTIAL

Memorandum for - The Chief of Staff,
U.S. Army Air Corps.

Subject: Rumor concerning German converted
merchant ship aircraft tenders.

1. It has been definitely established by
British photographic reconnaissance that the four
German merchant ships converted to aircraft tenders
were in European ports as of 29 July, 1942.

2. It is requested that all Army Air
Units on the East Coast be so notified immediately.

R. S. Edwards

R. S. EDWARDS,
Deputy Chief of Staff.

Hq. Army Air Forces

AUG 1 1942

AAAF RECEIVED

Div AB 452.1 Bureau (11)

WPA

*8/3/42) Messages sent to first + Third
Air forces by A-2 on 8/1/42.
2) file.
jxc*

CONFIDENTIAL

Div AB 452.1 Bureau (11)

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General

Date 3/7/42

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 *WJF*
- 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 concurrence
or comment and
return to a.a.g.*

R. C. L.

F. C. L.
R. C. L.
Major, Air Corps
Acting Ass't Air Adjutant General.

DECLASSIFIED

630 000

8 JAN 4 2010 1074

By SP-6 JAC/DAE/DAE/DAE/DAE - 76

AAF/A-2

5397

VRHS/em/rl

(3/2/42)

CONFIDENTIAL

March 6, 1942

SUBJECT: German Siemens Rudder Control Power Unit

TO: The Special Army Observer
American Embassy
London, England

THROUGH: The Adjutant General

452.1 Summary (8)

1. Reference is made to the attached copy of a letter, No. A.G.452 T.C.468-25, addressed to the Chief, Material Division, Office, Chief of the Air Corps, War Department, Washington, D.C., by the Director of Engineering, Pioneer Instrument Division, Bendix Aviation Corporation, Bendix, New Jersey, under date of February 19, 1942 regarding the above subject.
2. This office has no information as to the German Siemens Rudder Control Unit mentioned in the referenced letter.
3. It is requested that information upon which to base a reply to the referenced communication be furnished this office.

For the Commanding General, Army Air Forces:

MAR 7 1942

AAG Received

Dispatched

MAR 9 1942

AAG

CONFIDENTIAL

WILLIAM W. DICK
Colonel, A.G.D.
Adjutant General, A.A.F.

1 Incl.
Cy ltr fr. Dir. of Engrg,
2/19/42

HEADQUARTERS				ARMY AIR FORCES			COORDINATION			
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics

WJF rec'd

Handwritten initials and a circled 'R' at the bottom of the table.

11P-39

Air Ob 452.1 Summary (8)

3/20/42

DECLASSIFIED

DDO IVa

8 Jan. & 20 June 1974

By AIN/BC/IC Date 10-11-76

C O P Y

WAR DEPARTMENT

~~CONFIDENTIAL~~

OFFICE OF THE CHIEF OF THE AIR CORPS

WASHINGTON

SUBJECT: Siemens Rudder Control Unit.

Feb. 27, 1942

TO: The Chief of the Air Staff

Attention: A-2 Division.

1. The attached letter dated February 19, 1942 from the Pioneer Instrument Division is forwarded as a matter pertaining to your office.

2. This office has no information as to a German automatic pilot unit to be forwarded to Pioneer Instrument Division.

For the Chief of the Air Corps

/s/ F.I. Ordway, Jr.

F. I. ORDWAY, JR.,
Major, Air Corps,
Asst. Exec., Mat. Div.

1 Incl.
Ltr. fr. Pioneer Instr.
Div. -2/19/42

~~CONFIDENTIAL~~

A 3/20297

~~CONFIDENTIAL~~

COPY

DECLASSIFIED

EOO 128

8 Jan 4 1976

By 314 60 10 100 100 100

PIONEER INSTRUMENT
Division of Bendix Aviation Corporation
Bendix, New Jersey

Subject: Siemens Rudder Control Power Unit

Reference:

A.G.452 T.C.

468-25

dated January 8, 1942

February 19, 1942

Chief, Materiel Division
Office of the Chief of the Air Corps,
War Department
Washington, D.C.

Dear Sir:

In accordance with reference letter, we have been informed by the American Embassy, Office of Special Army Observer, London, England, that there is being shipped to us from London on January 8th through the War Department, a German Siemens Rudder Control Power Unit.

The letter requested that we keep in touch with you and that you will forward the unit to us when received. We wish to bring this information to your attention in order to expedite delivery of the power unit.

Yours very truly,

PIONEER INSTRUMENT
DIV. OF BENDIX AVIATION CORP.

/s/ W. A. Reichel

W. A. Reichel,
Director of Engineering

WAR/ap

~~CONFIDENTIAL~~

A-1/20287

~~CONFIDENTIAL~~

~~DECLASSIFIED~~

DECLASSIFIED
DDO 109

437

9 Jan. & 20 June 1974

By AM 86 SC Dec 11-74

SUBJECT: German Siemens Rudder Control Power Unit.

AG 452 (3-9-42)MC

1st Ind.

MI/ma-1705

War Department, S.O.S., A.G.O., March 11, 1942. - To: Commanding General, U. S. Army Forces in British Isles.

DRV

1 Incl. n/c.

INFORMATION COPY TO:

✓ Commanding General,
Army Air Forces, ref.
his Basic ltr. to Spec.
Army Observer, American
Embassy, London, England,
THROUGH TAG, dated 3-9-42.

452-1 Germany (S)

~~DECLASSIFIED~~

~~CONFIDENTIAL~~

853806 MAR 12 42

CENTRAL MAIL SECTION A.F.

DECLASSIFIED

DDI 108

8 Jan. & 29 June 1974

By SA/N/SG JG, Date 10-11-76

SECRET

By authority of A. C. of S., G-2

Date JAN 24 1942 (E)
Initials

*W-1/2
JCH*

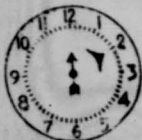
MID 452.9 Germany 1-12-42 3rd Ind.

G-2, War Department General Staff, Washington, D.C., January 24, 1942.
To: Assistant Chief of Staff, G-2, G.H.Q., Army War College, Washington, D.C.

JAN 27 '42 PM

The answer to the 2nd Indorsement is negative.

For the Acting Assistant Chief of Staff, G-2:



RECEIVED
OFFICE A. C. of S., G-2, GHQ n/c

Ralph C. Smith

RALPH C. SMITH
Colonel, General Staff,
Executive Officer, G-2.

js

Lth Ind.

AC of S, G-2, GHQ, U. S. ARMY, Army War College, Washington, D. C., January 29, 1942. TO: Assistant Chief of Air Staff, A-2, Army Air Forces, Washington, D. C.

Inviting attention to 3rd indorsement.

Mrs. Robinson

P. M. ROBINETT,
Lieut. Colonel, G.S.C.,
Ass't Chief of Staff, G-2.

1 Incl: n/c.

No action indicated.

File.

Ans.

SECRET

*A-1/31 Germany
Ans 452.9 Germany 7*

452.9 Germany 7

~~SECRET~~

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED

EOO 118

8 Jan. & 20 June 1974

By: ALM / BIC, Date: 10-14-76

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

511
WV

January 12, 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-2

Subject: Attached Letter Reference
False Markings of German
Aircraft.

1. Forwarded herewith for such action as you may deem necessary, is a letter which was forwarded to me by the manager of the La Guardia Airport in New York.

2. It is not believed that the Germans have used false markings on their aircraft except possibly in a very few exceptional cases where they may have sent over photographic reconnaissance machines at very high altitudes with British markings on their aircraft. However, it might be well to pass this information on to G.H.Q.

For the Chief of the Air Staff:

Martin F. Scanlon

MARTIN F. SCANLON,
Brig. General, U. S. A.
Ass't. Chief of the Air Staff, A-2

157 Encl. Office G-2, W.D.C. JAN 14 1942

~~SECRET~~

Air 452-1 Jan 12 1942

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: *Decimen*

Folder Title: *H52.1 (German) (F)*

Item(s) and Security Classification:

1. Letter and transcript from F.G. Mangan to Commanding officer, 12/27/94 (sic), 2p. S.

PK

CB

1994

10 Oct 78

Reviewer

Date

GENERAL HEADQUARTERS, U. S. ARMY,
Office of the Assistant Chief of Staff, G - 2,
Army War College,
Washington, D. C.

To: Assistant Chief of Staff, G-2
General Headquarters, U. S. Army
Army War College, Washington, D. C.

Receipt of the following SECRET
documents is hereby acknowledged:-

Attached Letter Reference False Markings of German Aircraft. 4th Ind.

////////////////////

(Signature)

(Rank)

(Section)

Date: _____

Register # _____

SECRET
DECLASSIFIED

AAF/A-2
MFS:vbw

DECLASSIFIED
DOO WIS
R. 100. 4 20 1974
By AAF 18610 Date 10-24-74

January 12, 1942

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-2

**Subject: Attached letter Reference
False Markings of German
Aircraft.**

1. Forwarded herewith for such action as you may deem necessary, is a letter which was forwarded to me by the manager of the La Guardia Airport in New York.

2. It is not believed that the Germans have used false markings on their aircraft except possibly in a very few exceptional cases where they may have sent over photographic reconnaissance machines at very high altitudes with British markings on their aircraft. However, it might be well to pass this information on to G.N.C.

For the Chief of the Air Staff:

MARTIN F. SCANLON,
Brig. General, U. S. A.
Ass't. Chief of the Air Staff, A-2

13 1942
13 1942
13 1942
Dispatched
JAN 14 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. W. D.	A. Insp.	Budget	Statistics
				MFS						
				JTM						

SECRET

AAF 39

452-1 (2)

CONFIDENTIAL

~~SECRET~~

New York Dec. 27-94
City

Dear Sir:

I respectfully submit the following I was, told by a German about a year ago, who served with Hitler's forces and who is now interned in this country, that the Germans cover the markings on their on their Planes U Boats and so forth with cunningly contrived cloth insignia in such a manner that they appear as Friendly Craft to their enemies and thereby move freely without interference among their opponents U S and others and thereby Spet and shoot us with a maximum of safety and success and when they accomplish their mission they disappear and by pulling a few covers the markings fly off and they appear in their true colors and that is one of Hitler's secret reasons for much of his victories. Japs coached also in this way. If you look into this angle it may be of great Benefit to our Country

Yours Respectfully

/s/ F. G. Mangum
161 W 36th St.
N Y
City

~~SECRET~~

MANUSCRIPT DIVISION

CLASSIFIED ITEMS REMOVED

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

Series: *Series*

Folder Title: *452-1 Germany (37)*

Item(s) and Security Classification:

- 1a. Memorandum, John B. Cooley to J.P. Corkille; 12/19/41, 1p. C. 2 copies
- b. Memorandum, Frederick Sharp to Air Chief of Staff, 12/1/41, 2p. C. 2 copies

PK *1GB*

Reviewer

1994 *10-24-78*

Date

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General
Washington, D.C.

Date 1-1-42

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

*A.A.G.
for necessary action.*

W. W. Dick
Adj. Gen.

WM. W. DICK, *WWD*
Lt. Col., A.G.O.
Air Adjutant General.

A.A.F-10-A.

CONFIDENTIAL

3-D-1 AG
JBC-JB

DECLASSIFIED

DDI No.

8 Jan. & 22 Nov. 1974

By ALAN C. BUCKLEMAN, 4814

3d Ind.

(Air Ag)

WD HQ ARMY AIR FORCES, Washington, D. C. January 7, 1942
TO : Commanding General, Field Forces, Army War College

1. Reference paragraph 3, 1st indorsement - there is immediately available one 16-mm sound print of each of the twenty-one (21) British training films listed on inclosure 9.

2. Copies of the nine additional British training films listed on inclosure 10 are now in the process of printing at Wright Field, Dayton, Ohio. It is estimated one 16-mm sound print of each will be available by January 15, 1942.

3. Request instructions for disposition of films cited in 1 and 2 above, be transmitted direct to Training Literature Section, OGAC, Room 151 Air Corps Annex, Bolling Field, D. C. (AG Annex Extension 1080).

4. Reference paragraphs 3 and 4, 2nd indorsement, if the charts requested through the Military Attache, London, are received, it is recommended they be referred to this office for reproduction.

For the Chief of the Army Air Forces:

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

- 7 Incls.
- 4-8 B-3
- 9- List of films
- 10- List of films in process of printing.

Dispatched

JAN. 7 1942

AAO

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

CONFIDENTIAL

AAF 39

an AG 452.1 Germany (2)

~~CONFIDENTIAL~~

DECLASSIFIED
DDP 405

8 Jan. & 23 June 1974

By 3025/AG/AC Date 10-14-74

3rd Ind.

(3-D-1)

War Department, Office, Chief of the Army Air Forces, Washington, D.C.
December 30, 1941. TO: Chief of Staff, GAC

1. Reference paragraph 3, 1st indorsement - there is immediately available one 16-mm sound print of each of the twenty-one (21) British training films listed on inclosure 9.

2. Copies of the nine additional British training films listed on inclosure 10 are now in the process of printing at Wright Field, Dayton, Ohio. It is estimated one 16-mm sound print of each will be available by January 15, 1942.

3. Request instructions for disposition of films cited in 1 and 2 above, be transmitted direct to Training Literature Section, CGAS, Room 151 Air Corps Annex, Bolling Field, D.C. (AC Annex Extension 1080).

4. Reference paragraphs 3 and 4, 2nd indorsement, if the charts requested through the Military Attache, London, are received, it is recommended they be referred to this office for reproduction.

JGH:em

- 7 Incls.
- 4-8 n/s
- 9-List of films Available
- 10-List of films in Process of Printing

rewrite



~~CONFIDENTIAL~~

Sub for A-4
air 45211

C-2474TR

To Mail & Record Room
Date
EXECUTIVE
ADMINISTRATIVE
B & G
CIVILIAN PERS.
FISCAL
INSPECTION
INTELLIGENCE
LEGAL
MATERIEL
MEDICAL
MILITARY PERS.
PLANS
TRAINING
W. COM. AERO BD.

~~CONFIDENTIAL~~

JHH:amw

WAR DEPARTMENT

DECLASSIFIED

THE ADJUTANT GENERAL'S OFFICE
Washington

DDO 105

8 Jan. & 29 June 1974

By ~~SP-5~~ (S&IC) DAW/105 (S&IC) 74

AG 062.11 FM 30-35
(9-8-41)PC-B

November 18, 1941.

Subject: Silhouettes of German aircraft.

To: Chief of Staff, GHQ.

1. Reference is made to attached letter from your office (AG 062.11 FM 30-35 (9-8-41)), subject: Silhouettes of German aircraft, with two indorsements, G-2 Disposition Form (MID 452 10-18-41(9-8-41)) and memorandum from G-3 to G-2 (10-21-41). These papers will be returned to this office.

2. Large scale silhouettes have been prepared for all German aircraft having a maximum range of 2,000 miles or over. These views were obtained by blowing up the views in FM 30-35. There will be four views of each type in all cases in which four views are available. These four views are: front, side, bottom, and perspective.

3. The name of each airplane, type, and number will be printed in the upper right-hand corner. The word German will also appear on each chart.

4. It is believed that these recognition charts, of seven types of aircraft, will include all types of German aircraft having a range that will make it possible for them to fly over Indigo.

5. The negatives will be ready to turn over to G-3 in several days. Several sizes of charts with various views were tried out and were submitted informally to your headquarters (Lieutenant Colonel Canan) for approval.

By order of the Secretary of War:

s/ Name illegible
Adjutant General.

3 Incls.

- Incl. 1 - Communication.
- Incl. 2 - G-2 Disposition Form.
- Incl. 3 - Memo from G-3 to G-2.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

452.1/1 (Germany) (C) -B
(11-18-41)

1st Ind.

DECLASSIFIED
DDO #13
8 Jan 6 20 June 1974
By A13 / RG AC Date 12-10-74

GENERAL HEADQUARTERS, U.S. ARMY, Army War College, Washington, D.C., November 22, 1941 - TO: The Adjutant General, War Department, Washington, D.C.

1. It is believed that the large scale silhouettes proposed will be satisfactory for display in day rooms, barracks and at observation posts. It is understood that compilation will continue on additional charts which show fields of fire and armament of German aircraft needed by Air Corps personnel.

2. In accordance with paragraph 1, basic communication, all papers and inclosures are returned herewith.

3. A 16mm sound projector is available in Iceland. It is recommended that the Chief of the Army Air Forces supply one print of each British training film that can be made available.

For the CHIEF OF STAFF:

s/ N. O. Thomas

Incls. n/c

AG 062.11 FM 30-35
(11-18-41)PC-B

2d Ind.

JHM:amw

War Dept., A.G.O., December 6, 1941 - THRU Chief of the Army Air Forces, TO Chief of Staff, GHQ.

1. Inclosed are five tactical posters produced by the Air Corps. These posters are as follows:

#107 - HE 111	#110 - JU 88
#108 - ME 110	#111 - DO 172
#109 - ME 109	

They consist of air diagrams showing the interior arrangement, load, armor, armament, and firing angles of German aircraft. These are the only ones available at present.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

2. The Navy Department has produced the same posters as the Air Corps covering the same types of aircraft. The source material consisted of charts printed by Lowe & Brydone, Ltd., and Greycaine, Ltd., London, England.

3. A cablegram has been sent to the Military Attache, London, England, requesting air diagrams of all German aircraft showing interior arrangement, armor, armament, and firing angles. This request also included air diagrams of new German aircraft as they become available, and the charts printed by Lowe & Brydone, Ltd., and Greycaine, Ltd., were specified.

4. It is thought that the charts when received should be turned over to the Chief of the Air Corps for reproduction. The Chief of the Air Corps has already entered the field as evidenced by the tactical posters attached hereto. It is also thought that the training in connection with these posters is solely Air Corps training, and is not of a general nature to all arms.

5. Attention is invited to paragraph 3, preceding Indorsement.

By order of the Secretary of War:

s/ illegible

Adjutant General

5 Incls.

Incls. 1-3 withdrawn

Incls. 4-8 added as listed above.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Aeroplane Recognition Films Not Available

DECLASSIFIED
DOD IFS

8 Jan. & 20 June 1974

By ALM/RC JC Date 12-11-74

~~SECRET~~

1. Aeroplane Recognition - Spitfire
2. Aeroplane Recognition - Hurricane
3. Aeroplane Recognition - Defiant
4. Aeroplane Recognition - Blenheim I
5. Aeroplane Recognition - Blenheim IV
6. Aeroplane Recognition - ME 109
7. Aeroplane Recognition - ME 110
8. Aeroplane Recognition - Heinkel 111K M3
9. Aeroplane Recognition - Heinkel 111K M5
10. Aeroplane Recognition - Dornier 17
11. Aeroplane Recognition - Dornier 215
12. Aeroplane Recognition - Heinkel 115
13. Aeroplane Recognition - Junkers 67
14. Aeroplane Recognition - Junkers 68
15. Aeroplane Recognition - Dornier 18
16. Aeroplane Recognition - Henschel 126
17. Aeroplane Recognition - Heinkel 112
18. Aeroplane Recognition - Whitley
19. Aeroplane Recognition - Wellington
20. Aeroplane Recognition - Hudson
21. Aeroplane Recognition - Hudson

~~CONFIDENTIAL~~

10/19

CONFIDENTIAL

Aeroplane Recognition Films Being Made Available

CONFIDENTIAL

DECLASSIFIED

DDI 115

8 Jan 8 30 1974

By ALJ/AGG/00, Date 10/10/74

1. Aeroplane Recognition - Beaufort
2. Aeroplane Recognition - Caproni 310
3. Aeroplane Recognition - B8thn
4. Aeroplane Recognition - Fiat CR42
5. Aeroplane Recognition - Fiat G30
6. Aeroplane Recognition - Macchi G200
7. Aeroplane Recognition - Savoia S79
8. Aeroplane Recognition - Savoia SF1
9. Aeroplane Recognition - Fulmar

CONFIDENTIAL

CONFIDENTIAL

Incl 10

~~CONFIDENTIAL~~

3-D-1 AC
JBC-JB

3d Ind.

DECLASSIFIED

DDG 103

8 Jan. & 29 June 1974

By ALM/RG AC, Date: 08/01/00

(Air Ag)

WD HQ ARMY AIR FORCES, Washington, D. C. January 7, 1942
TO : Commanding General, Field Forces, Army War College

1. Reference paragraph 3, 1st indorsement - there is immediately available one 16-mm sound print of each of the twenty-one (21) British training films listed on inclosure 9.

2. Copies of the nine additional British training films listed on inclosure 10 are now in the process of printing at Wright Field, Dayton, Ohio. It is estimated one 16-mm sound print of each will be available by January 15, 1942.

3. Request instructions for disposition of films cited in 1 and 2 above, be transmitted direct to Training Literature Section, OGAC, Room 151 Air Corps Annex, Bolling Field, D. C. (AC Annex Extension 1060).

4. Reference paragraphs 3 and 4, 2nd indorsement, if the charts requested through the Military Attache, London, are received, it is recommended they be referred to this office for reproduction.

For the Chief of the Army Air Forces:

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

7 Incls.
4-8 B-c
9- List of films
10- List of films
in process of
printing.

~~CONFIDENTIAL~~

air AG 452,1 January 12

DECLASSIFIED

ODD DIS-

8 Jan & 20 June 1974

By DAW/BC GC Date (Air AG)

1074-76

3d ind.

CONFIDENTIAL

WD HQ ARMY AIR FORCES, Washington, D. C. January 7, 1942
TO : Commanding General, Field Forces, Army War College

1. Reference paragraph 3, 1st indorsement - there is immediately available one 16-mm sound print of each of the twenty-one (21) British training films listed on inclosure 9.

2. Copies of the nine additional British training films listed on inclosure 10 are now in the process of printing at Wright Field, Dayton, Ohio. It is estimated one 16-mm sound print of each will be available by January 15, 1942.

3. Request instructions for disposition of films cited in 1 and 2 above, be transmitted direct to Training Literature Section, OCAG, Room 151 Air Corps Annex, Bolling Field, D. C. (AC Annex Extension 1080).

4. Reference paragraphs 3 and 4, 2nd indorsement, if the charts requested through the Military Attache, London, are received, it is recommended they be referred to this office for reproduction.

For the Chief of the Army Air Forces:

JOHN B. GOOLEY
Lt. Col., A.C.F.
Assistant Air Adjutant General

7 Incls.

4-8 D-8

9- List of films

10- List of films
in process of
printing.

CONFIDENTIAL

air AG 452.1 Germany ①

OFFICE OF THE CHIEF OF THE AIR CORPS
 ROUTING AND RECORD SHEET

DECLASSIFIED
 DOD 1576
 8 Jan. & 20 June 1974
 By A14 / SG 1C, Date 10-14-76

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

CONFIDENTIAL

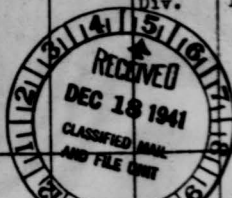
File No. -----

Tally No. AAF/ -----

Subject: Silhouettes of German Aircraft.

2755

NO.	FROM	TO	DATE	COMMENTS
				X-BHM:br
4.	C/AC	Train. Div.	1941 12/18	1. Item number 1 requests necessary action and remark in connection with paragraph 3, 1st Indorsement attached. This request was not complied with in number 3 above. 1 Incl. N/C
				W. R. W. Actg. C/AC (3-D-1)JGH:em
5	DIV.	C/AC	1941 12-29	Inviting attention to 3rd indorsement, attached for the signature of the Chief of the Army Air Corps.
				H.A.J. Lt. Col., A.C. Chief, Training Division
6	C/AC	AAF	12/30	<i>add</i>



XG133

CONFIDENTIAL (side)
 Page No. _____

#23

list 452, 1 Banning
 4-4071, AC, Rev. 8/1/41
 C-24747E(12-19-41)

AF - A17 (21B)

~~CONFIDENTIAL~~

(3-2-1)JCH:cm

5 TMS. 1941 Inviting attention to 3rd indorsement, attached file,
DIV. C/AC 12-39 for the signature of the Chief of the Army Air Force.

H.A.J.
Lt. Col., A.C.
Chief, Training Div.

~~CONFIDENTIAL~~

Dis Os 452.1 (Copy 2)

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
GPO 1964

CONFIDENTIAL

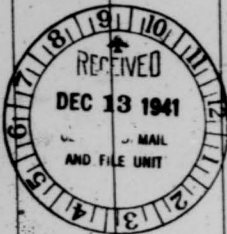
File No.

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

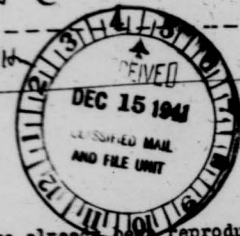
Tally No. AAF.....

SUBJECT: Silhouettes of German Aircraft

NO	FROM	TO	DATE	COMMENTS
1.	AAF C/AS	C/AC	1941 12-10	<p>AAF/A-4 JFW:sz</p> <p>1. Attention is invited to the foregoing with particular reference to Paragraph 3, first indorsement. Request necessary action and remark in this connection. Paragraph 4, second indorsement, should also be noted.</p> <p>1 Incl. B/Ltr. 11-18-41 fr. AGO to C/s, GHQ w/2 Inds. & 5 incls.</p>
2.	C/AC	TRAIN.	12/13	<p>For appropriate action T34</p>
3.	(3) Train. Div.	C.A.C. Atten: Maj. Merchant	12/16 1941	<p>The tactical posters have already been reproduced by the Administrative Division, O.S.A.C. 1000 or more of these posters were requested by the Air Force Combat Command and I believe furnished that organization. T&O Division requested 1000 each and same have been delivered. They have been mailed out to our training commands direct, that is, to the elementary, basic and advanced flying schools and to the technical schools. Four each of the posters have been sent to each institution.</p> <p>1 Incl. n/c</p>



CS
C/AS



H.A.J. (Signature)
Lt. Col., A.C.,
Chief, Training Div.

CONFIDENTIAL

C-2457 TR (12-16-41)

(Do not use reverse side)

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

Page No. 1.

4571 Germany (2)

A12/13 (5-B) 4 TR XG-133 2A12/15 (37-B)

CONFIDENTIAL

DECLASSIFIED

DDO WFS

8 Jan. & 20 June 1974

By Date

Silhouettes of German Aircraft

1. AAF C/AS 1941 12-10

AAF/A-4 JFW:ss

1. Attention is invited to the foregoing with particular reference to Paragraph 3, first indorsement. Request necessary action and remark in this connection. Paragraph 4, second indorsement, should also be noted.

CS C/AS

1 Incl.
R/Ltr. 11-18-41 fr. ASO to
C/S, GER w/2 Incls. & 5 incls.

45211 *Stovinsky* (2)

Dispatched
DEC 13 1941
AAG

HEADQUARTERS			ARMY AIR FORCES				COORDINATION			
Chief of Staff	Sec'y Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sta tistics
	<i>[Signature]</i>					<i>[Signature]</i>				

CONFIDENTIAL

AAF-39

~~CONFIDENTIAL~~

DECLASSIFIED

DDI 105

4 Jan. & 20 June 1974

AG 062.11 PC 30-35 (9-8-41)

JHH:amw

WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON

AG 062.11 FM 30-35
(9-8-41)PC-B

November 18, 1941.

Silhouettes of German Aircraft

Chief of Staff, GHQ.

1. Reference is made to attached letter from your office (AG 062.11 FM 30-35 (9-8-41)), subject: Silhouettes of German aircraft, with two indorsements, G-2 Disposition Form (MID 452 10-18-41(9-8-41)) and memorandum from G-3 to G-2 (10-21-41). These papers will be returned to this office.
2. Large scale silhouettes have been prepared for all German aircraft having a maximum range of 2,000 miles or over. These views were obtained by blowing up the views in FM 30-35. There will be four views of each type in all cases in which four views are available. These four views are: front, side, bottom, and perspective.
3. The name of each airplane, type, and number will be printed in the upper right-hand corner. The word German will also appear on each chart.
4. It is believed that these recognition charts, of seven types of aircraft, will include all types of German aircraft having a range that will make it possible for them to fly over Indigo.
5. The negatives will be ready to turn over to G-3 in several days. Several sizes of charts with various views were tried out and were submitted informally to your headquarters (Lieutenant Colonel Canan) for approval.

By order of the Secretary of War:

Adjutant General.

3 Incls.

- Incl. 1 - Communication
- Incl. 2 - G-2 Disposition Form.
- Incl. 3 - Memo from G-3 to G-2.

~~CONFIDENTIAL~~
COPY

452.1/1 (German)(C)-B
(11-18-41)

~~CONFIDENTIAL~~

1st and.

DECLASSIFIED

DDI 105

8 Jan. & 20 June 1975

Dr. 212/66 LC. Date: 1648

GENERAL HEADQUARTERS, U.S. ARMY, Army War College, Washington, D.C., November 22, 1941 - TO: The Adjutant General, War Department, Washington, D.C.

1. It is believed that the large scale silhouettes proposed will be satisfactory for display in day rooms, barracks and at observation posts. It is understood that compilation will continue on additional charts which show fields of fire and armament of German aircraft needed by Air Corps personnel.

2. In accordance with paragraph 1, basic communication, all papers and inclosures are returned herewith.

3. A 16mm sound projector is available in Iceland. It is recommended that the Chief of the Army Air Forces supply one print of each British training film that can be made available.

For the CHIEF OF STAFF:

/s/ N. O. Thomas

Incls. n/c

COPY

- 2 -

~~CONFIDENTIAL~~

CONFIDENTIAL

AG 062.11 FM 30-35
(11-18-41)PC-B

2d. Ind.

JHH:amw

War Dept., A.G.O., December 6, 1941 - THRU Chief of the Army Air Forces, TO
Chief of Staff, GHQ.

1. Inclosed are five tactical posters produced by the Air Corps. These posters are as follows:

#107 - HE 111	#110 - JU 88
#108 - ME 110	#111 - DO 17Z
#109 - ME 109	

They consist of air diagrams showing the interior arrangement, load, armor, armament, and firing angles of German aircraft. These are the only ones available at present.

C O P Y

- 2 -

CONFIDENTIAL

~~CONFIDENTIAL~~

2. The Navy Department has produced the same posters as the Air Corps covering the same types of aircraft. The source material consisted of charts printed by Lowe & Brydson, Ltd., and Greycaine, Ltd., London, England.

3. A cablegram has been sent to the Military Attache, London, England, requesting air diagrams of all German aircraft showing interior arrangement, armor, armament, and firing angles. This request also included air diagrams of new German aircraft as they become available, and the charts printed by Lowe & Brydson, Ltd., and Greycaine, Ltd., were specified.

4. It is thought that the charts when received should be turned over to the Chief of the Air Corps for reproduction. The Chief of the Air Corps has already entered the field as evidenced by the tactical posters attached hereto. It is also thought that the training in connection with these posters is solely Air Corps training, and is not of a general nature to all arms.

5. Attention is invited to paragraph 3, preceding Indorsement.

By order of the Secretary of War:

Adjutant General.

5 Incls.

Incls. 1-3 withdrawn.

Incls. 4-8 added as listed above.

~~COPY~~

~~- 3 -~~

CONFIDENTIAL

CONFIDENTIAL

DECLASSIFIED
DDO 100
8 Jan 6 22 Jan 1974
By: 212/56 AC DWR/10 10-74

452.1 Germany ①

R & R, subject: Silhouettes of German Aircraft
attached to General File's copy.

AAF/A-2
RCB-ghf
Written: 10/7/1941.

2nd Ind.

War Department, Hq., Army Air Forces, Washington, D. C. OCT 9 1941
To: The Adjutant General

It is recommended that the basic communication be forwarded to the Assistant Chief of Staff, G-2. The preparation, revision, publication, etc., of field manuals treating with the identification of aircraft is a function of G-2, War Department General Staff. It is suggested that a priority project be undertaken to provide the charts requested in the basic letter, placing in first priority those German aircraft whose known radius of action will permit reconnaissance over the distances involved. It is understood that the Air Force Combat Command and the Navy Department are working on similar projects and perhaps all agencies could collaborate in the production of the charts desired.

The Office, Chief of the Air Corps has obtained from the British 16-mm sound prints of training films on identification of German and British aircraft listed in the attached inclosure 2. Single copies of these are now being made by the Air Corps Motion Picture Unit, Technical Data Branch, Maintenance Command, Wright Field, for record purposes only. The method employed in these films is to emphasize the salient distinguishing features of each German type then compare it with a similar British type - pointing out the differences. A project is under way by the Office, Chief of the Air Corps to produce their own series of films comparing German types with similar American types. One such film (NE 109) is about ready for review. It is not expected, however, that this series will be available for some time.

CONFIDENTIAL

452.1 Germany ①

CONFIDENTIAL

DECLASSIFIED

DECLASSIFIED

DD Form

6 Jan. 64 1000000000

SUBJECT: Silhouettes of German Aircraft.

If it is considered that prints of the British training films now available would be useful to the Commanding Officer, U. S. Army Troops, Indigo, request immediate advice as to films desired and number of prints of each.

It is further recommended that action be initiated to provide the troops in question with 16-mm sound projectors as films would be useless without a sound projector.

For the Chief of the Army Air Forces:

Dispatched:

OCT 9 1941

AAG

EDWARD P. CURTIS,
Major, Air Corps.
Secretary of The Air Staff

CONFIDENTIAL

COPY

**HEADQUARTERS, U.S. ARMY
ARMY WAR COLLEGE
Washington, D.C.**

DECLASSIFIED

DJD/HRS

9 Jan 8 2010

By: [unclear] GSA/AC, Date: [unclear]

**IN REPLY
REFER TO**

452.1/1 (German) (c) -B

WAR DEPARTMENT

September 8, 1941.

SUBJECT: Silhouettes of German Aircraft.

TO: The Adjutant General, War Department, Washington, D.C.

1. Troops in outlying bases under this headquarters are in need of large-scale recognition silhouettes of aircraft, particularly German aircraft. It is believed that the material contained in FM 30-35, if enlarged to charts of about 19" x 25", would be satisfactory for ground troops. Such charts, if appropriately designed and styled, could be displayed in day rooms, barracks and at observation posts to good advantage.

2. Air Corps units are in need of additional charts which will show fields of fire and armament of German aircraft, as well as the silhouette. As possible source material for the preparation of these charts, it is suggested that consideration be given to those printed by Lowe & Brydons Ltd, London, England.

3. German aircraft have reconnoitered Indigo on at least four occasions since the arrival of American troops in that area. Request has been received from the Commanding Officer, U.S. Army Troops, Indigo, for appropriate silhouettes.

/s/ Harry J. Malony,
HARRY J. MALONY,
Brigadier General, G. S. C.,
Deputy Chief of Staff.

CONFIDENTIAL

CONFIDENTIAL
C O P Y

DECLASSIFIED

DDO Hrs

8 Jan 6 20 June 1974

By & Date

SUBJECT: Silhouettes of German Aircraft.

AG 062.11 FM 30-95

(9-4-41) WC

1st Ind.

RPM/sts/1712

War Department, A.G.O., Sept. 10, 1941.- To: Chief of the Army Air Forces.

For remark and recommendation.

By order of the Secretary of War:

/s/ Carl Robinson
Adjutant General

CONFIDENTIAL

HENRY HARLEY ARNOLD

MILITARY

DECIMAL

SAS 452.1 Greenland
through
452.1 Hawaii

Box 125 Folder 6

DECLASSIFIED

DOD

lra

8 Jan 80 June 1974

By: *[Signature]* Date: 10/14/76

JCS Memo

CS

MC

File

19/7/43

total
485

2/20/42

see that

~~total~~
MC

File this page
& all a 2/2/43

all as 100.1 Band (3)

SECRET
WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED

DOO 198

8 Jan 5 2010

By: [illegible] Date: [illegible]

February 19, 1943

MEMORANDUM FOR GENERAL ARNOLD.

Subject: Status of Aircraft and Anti-Submarine Operation
in Newfoundland - Greenland Area.

I. A. Project 4: This includes four (4) B-24 airplanes now at Langley Field, destination Greenland. The selection of this number was based on the decision to send no more than four (4) airplanes to this destination until an evaluation of the operating conditions could be made. At the present time there is an advance party in Greenland sent by the Anti-Submarine Command to evaluate the operating conditions that will be encountered and to make recommendations for essential requirements in order to operate successfully from this area. These airplanes are now partially winterized for U. K. operation only and will require approximately two weeks' time to accomplish the complete winterization required for operations in Arctic and Sub-Arctic regions.

B. Project 12: This includes twelve (12) B-24's now on order and in or enroute to modification centers. This Project has been given first priority in the modification center and it is estimated that they will be completely winterized and assigned trained crews ready for departure approximately April 1st.

C. Project 8: This includes eight (8) airplanes that have been modified and have been or are being delivered to the Anti-Submarine Command at Langley Field. These airplanes were set up for anti-submarine augmentation and have received a little more winterization than normal requiring only a complete closing of oil shutters and the changing of the present supercharger hydraulic system to a separate system for each engine to make them completely winterized. This additional winterization will require approximately one week.

D. Newfoundland Project: This consists of twelve (12) B-17 F airplanes now at Middletown Air Depot for winterization and dispatch to Newfoundland as a squadron. It is believed, from previous information, that seven (7) aircraft are practically ready for delivery and the remaining five (5) about 40% complete.

II. There are now at Langley Field four (4) B-24 replacement aircraft for the First and Second Anti-Submarine Squadrons now in U.K.

FOR DEFENSE



2-1442

~~SECRET~~
SECRET

It is estimated these airplanes will depart on or about February 24th.

III. The Anti-Submarine Command desires that they have the complete airplanes in their possession for about two weeks in order to process the crews, calibrate the instruments and check the airplanes.

IV. Your attention is invited to Paragraph 3 of the C.C.S. 152/2 dated February 18, 1943, Combined Note by British and United States Air Staffs signed by General O. A. Anderson and Air Commodore S. C. Strafford which reads as follows:

"Pertinent to antisubmarine patrols in the North Atlantic, the British Air Ministry has informed local representatives of the British Air Staff that Coastal Command do not intend to base long range overseas reconnaissance aircraft (Liberators) at Elmu West One, but plan to use this airfield only in emergency when conditions for long range operations between Iceland and Goose and Gander make such a diversion necessary. Very Long Range aircraft of Coastal Command commenced operations from Iceland to Newfoundland on January 25th."

Robert W. Harper

ROBERT. W. HARPER
Brigadier General, U. S. A.
Assistant Chief of the Air Staff, A-3

~~SECRET~~
SECRET

air 452.1 subd (3)

~~SECRET~~

DECLASSIFIED

DOD 175

8 Jan 6 20 1964

By: 212/86 LC, Date: 10-14-76

Subject: AT-6 Airplane for Elmo West.

452.1 *Stewartland* ①

AAF/A-3
OST-epb

2. AAF G/AC 11/18
G/AS (Mat.Div.)

1. Request in PAR 1 above is approved.

2. The two airplanes should be obtained from the stations listed in paragraph 2.

11/19/41
NOV 19 1941
AAG

Incl. n/s

CS
G/AS

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-Listico
	<i>JTC</i>				<i>JTC</i>					

AAF-39

~~SECRET~~

~~SECRET~~

Subject: AT-6 Airplanes for Blue West.

DECLASSIFIED
DOD 1183
8 Jan. 8 20 1983
By ~~SECRET~~ AC. 10-14-76

(3-11)ms Chief of 1941
Chief of Army Air
1 Air Corps Forces 11-12

1. Inviting attention to attached copy of radiogram from Blue West to Chief of Air Corps under date of November 9, 1941, requesting assignment of two AT-6 airplanes and certain other supplies.

2. It is recommended that the request for the two AT-6 airplanes be complied with and that one AT-6 Airplane be obtained from Mitchel Field and one from Selfridge Field.

3. Request that this Office be advised of your decision in the matter in order that immediate appropriate action can be taken.

1 Incl.
copy of radio.
dated 11-9-41.

M. S. F.
Brig. General, AC
Executive

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COPT

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DECLASSIFIED

DDI Hqs

8 Dec 8 20 June 1974

SECURITY INFO. AC. Date 10/14/76

NOVEMBER 9, 1941

4:51 PM

From: BLUIE WEST

To: CHIEF OF AIR CORPS

GI 148

NOVEMBER 7, 1941

REQUEST PRIORITY SHIPMENT OF FOLLOWING EQUIPMENT AND PERSONNEL FOR
BLUIE WEST ONE: TWO EACH AT-SIX AIRPLANES, ONE SPARE ENGINE, DEPOT
SUPPLIES FOR AIRPLANES AND ENGINES, NECESSARY TOOLS FOR MAINTENANCE AIR-
PLANES AND ENGINES, TWO SPARE BATTERIES, TWO SPARE TIRES AND TUBES,
FOUR SEAT PACK PARACHUTES, EMERGENCY RATION KITS, HACHELLE COVERS AND
LEAD IN HOSE FOR PORTABLE ENGINE HEATERS STOP ASSIGN ONE NCO AND ONE
PVT QUALIFIED FOR CREWING ABOVE AIRPLANES STOP THIS LIMITED AMOUNT OF
EQUIPMENT AND PERSONNEL CAN BE CARED FOR WITHIN NEXT TWO WEEKS STOP
DEFINITE CHECK OF RUNWAY MAT AND RADIO INSTALLATIONS CAN BE MADE WITH
AIRPLANES AND SAME SHOULD BE ACCOMPLISHED AT EARLIEST DATE POSSIBLE
STOP ADVISE ACTION

GILES

~~SECRET~~

~~SECRET~~

DECLASSIFIED

DDI 113

8 Jan 60 / Jan 61

By ~~ADJ/AC/AS~~ 10-11-70

Letter to Commanding General, Seventh Air Force for Signature by Gen. Arnold

Chief of Air Staff

AC/AS, Operations, Commitments and Requirements

1

The attached letter is submitted for signature.

1 Incl:
Ltr to Maj Gen Robert
W. Douglass, Jr.

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

4521 *Handwritten* 79

*File
ci*

~~SECRET~~

DECLASSIFIED

DDO 112

8 Jan 6 20 Jan 1974

By: [redacted]

2 OCT 1944

Major General Robert W. Douglass, Jr.
Commanding General
Seventh Air Force
A.P.O. 953, c/o Postmaster
San Francisco, California

Dear Douglass:

As you know, in the past year, radar high altitude bombing equipment has played a major part in strategic aerial warfare in the European Theater of Operations. Further, in the early phases of our invasion of the Continent, bombing by radar contributed substantially to the softening of enemy positions. The required concentration of radar bombing equipment in that Theater has necessarily made the availability of the equipment practically nil for other Air Forces.

However, we are now at the stage where manufacturers are producing sufficient quantities of radar equipment to permit expansion of our radar program to other theaters in the very near future. That this expansion is highly desirable is proved by operations of the Eighth and Fifteenth Air Forces, utilizing the AN/APS-15 equipment. B-29 aircraft could not have successfully completed the number of missions now behind them without the use of their high altitude bombing through overcast equipment, known as AN/APQ-13. You will note that two (2) nomenclatures have been mentioned. Essentially, both the AN/APQ-13 and the AN/APS-15 are alike and capable of giving the same results. Actually, the two sets are in existence only because one is produced and identified as a Philco product (AN-APS-15) and the other identified as a Western Electric item (AN/APQ-13). Our decision to equip aircraft in your Command at the rate of twelve (12) B-24 airplanes per heavy bombardment group with AN/APS-15 was made because the Philco equipments are being produced in larger quantities than the Western Electric models, which are being installed in B-29 exclusively.

The method by which the European Theater of Operations has been operating this equipment is to employ the aircraft in pairs to lead bombing formations; that is, one leader and deputy leader in each formation. One of these aircraft is in the most advantageous position, namely, the lead, so that the other aircraft in the formation drop on the leader. As a precaution, the Pathfinders, or BTD aircraft, now lead every mission even though CAVU conditions are forecasted over the target.

SECRET

Until sufficient operational, maintenance, and bench sets and test equipments were available to assign to the groups proper, it was found that the best method was to hold the airplanes in a pool, dispersing them to the different bombardment groups for their respective missions.

Guided by past experience with B-17 and B-24 aircraft equipped with the AN/AP-15, we have been able to determine the most practical method of installing this equipment and have set up modification centers to produce a standard high altitude radar equipped airplane. In the B-24 installation, the lower turret is removed and the spinner installed in its place. I should like to emphasize that this installation has been extremely successful in combat and is entirely acceptable to all its present users.

Standardization, as set forth above, has enabled us in recent months to obtain quantity production of aircraft which have bombing through overcast equipment installed. In order that high altitude radar operations in all theaters may be implemented upon a larger scale, the number of radar modified aircraft flooding from modification centers must be maintained at a minimum. At the same time, we are faced with the necessity of holding to a minimum the number of modification centers which we operate. Based upon these two facts, it may easily be seen that standardization of all bombing-through-overcast equipped aircraft is essential.

Your cable No. 340, dated 18 September 1944, rejecting our standard high-altitude radar equipped B-24 aircraft, requests that we embark on a special modification program in order that aircraft delivered to you may retain the ball turret. I realize that the bombing problem in all theaters varies to a considerable extent and that, for your purposes, the ball turret is very desirable. However, entirely aside from the benefits of standardization which would accrue for all our B-24's, I feel that you will receive a material benefit in accepting the standard radar modified B-24 and using it four or five months earlier than would be possible if the special modification must be provided for your use.

Please reply to this letter by radio and we will take the action in this matter which you then direct.

Sincerely yours,
Signed

1224/210200

2 OCT 1944

200

SECRET

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

DECLASSIFIED

DOO 100

8 Jan 80 10:00 AM 1974

By: AIN 100-10 page 15 of 17-74

2 OCT 1944

Major General Robert W. Douglass, Jr.
Commanding General
Seventh Air Force
A.P.O. 953, c/o Postmaster
San Francisco, California

Dear Douglass:

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cc office of signature

SECRET

SECRET

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Please reply to this letter by radio and we will take the action in this matter which you then desire.

Sincerely yours,
Signed

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

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DECLASSIFIED

9 September 1944

*Messery Cable Branch
Col. Levens
For file
MAG
Juc*

MEMORANDUM FOR GENERAL GILES:

Subject: C-87 Airplane for General Harmon.

1. Reference is made to the attached cablegram from General Harmon and General Giles' comment thereon.

2. It is not advisable to assign a new C-87 to General Harmon because the production of C-87 aircraft will be discontinued in November, and, further, the production aircraft is not modified as a staff transport. It is estimated that it will take about three (3) months to procure the necessary material and modify a production C-87 similar to the one now scheduled for General Harmon.

3. The C-87A aircraft Number 41-24174 now scheduled for General Harmon is at San Bernardino Air Depot. This airplane is one (1) of three (3) AAF deluxe C-87 staff transports. Nine hundred (900) hours is not an unusual amount of time on the airplane and the engines will be overhauled in compliance with Tech Order OO-25-8 prior to departure of the ship to General Harmon's theater. It is estimated that this airplane will be available for delivery approximately 15 September.

4. The Commanding General, Air Transport Command has "ACTION" on the attached cablegram and plans to prepare a reply to General Harmon, substantially as above, telling him that the airplane will be available for delivery within the next seven (7) to ten (10) days.

1 Attach:
Cablegram indicated
abv dtd 7 Sep 44

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

45-21 Harmon (78)

452.1 Hawaii (78)

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Lt Col. Cramm
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8 Jan 64 04100000

4 JUL 1944

Brigadier General Robert W. Douglass, Jr.
Headquarters Seventh Air Force
APO 933, c/o Postmaster
San Francisco, California

Dear Bob:

I realize the troubles brought up in your letter of 20 June. However, it is my feeling that combat aircraft should never be used for anything but combat. We vary definitely from an using B-24s that have been sent to your theater for unit use for anything of a personal or personnel nature. In the first place, one round trip to the mainland would put at least 25 hours on these airplanes and engines. It is probably 25 hours of useful time in morale building and in relieving you of personnel problems, but it is 25 hours robbed from combat. We just simply have not the right to take these airplanes from combat availability.

With reference to your modification problems, I have asked our people here to give me the answers, and I believe that their explanation is correct as I have it.

Colonel Ferris, your depot engineering officer, on his visit to the United States in March, arranged with representatives of this Headquarters to have B-24 modifications for you worked into our modification centers. The first airplanes which could have been affected were those allocated to you in May. A total of 91 airplanes was involved, made up of unit equipment and reserve of the 494th Group and 19 replacement airplanes. Colonel Ferris was of the opinion that a thirty day delay in dispatching these airplanes would be acceptable to you, provided all modifications would be incorporated. On cabling to the theater to have this delay confirmed, we were informed by your message RI4786 dated 30 April, that a delay was not approved. Accordingly, the airplanes were immediately put in work to receive what were, up until then, standard Seventh Air Force modifications. You were informed of this by our cable #30681 on 1 May. Subsequently, another message from you, #RI5074, dated 3 May, reversed your original decision and concurred in the delay. However, by then the airplanes were in work and the delay necessary to incorporate all your modifications would have been much greater than the 30 days originally estimated. We therefore proceeded on the basis of your first decision, and informed you of our action by cable #32530 on 4 May. No later objection to this procedure was received from you.

Without delaying the 91 airplanes mentioned, we were able to include,

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of the modifications you wanted, only the relocation of the Navigator. We also removed the tail turrets to facilitate your installation of a power boost mount or hand held guns.

Since these May allocations, all the modifications you desire on your B-24s are arranged for in our modification centers without interrupting the flow of airplanes to you. Projects 96615R, for 22 airplanes, and 96671R for 10 airplanes, were the next ones set up, and in all these the modifications would have been incorporated. However, your cable #119114, dated 16 June, cancelled these projects. Later, on 23 June, in reply to our message #53977 of 20 June, you agreed to accept two airplanes on one of these projects, which were so far along in the modification line that they could not well be cancelled.

The next B-24 project for you, of 21 airplanes from August allocations, should reach you some time in September. These will be completely modified as you want them, and I want to emphasize that we are prepared at any time now to send B-24s to you, with all your modifications, without the airplanes spending more time in our modification centers than has been usual.

One of my officers was in Honolulu recently, and he went into the situation of using war weary aircraft to return combat personnel for leave. The Air Transport Command was making quite a study of it, but so far this study has not reached me. When it does I can assure you that it will have my personal attention. I want these men to get as much leave as possible and I want to be fair with them, and you can rest assured that we will work something out, but it cannot be using combat aircraft. I have also been assured that water transportation now is rapid and adequate. I wish you would consider that means to help your situation there.

I appreciate the congratulations from you and from the Seventh Air Force, and can only say that I will do everything humanly possible to live up to the trust that has been put in me.

Sincerely yours,

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

Dist: 0081

4 JUL 1944

AGG

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~~SECRET~~

sent 452.1 via mail (17)

SECRET

HEADQUARTERS SEVENTH AIR FORCE

OFFICE OF THE AIR FORCE COMMANDER

AFO 953

DECLASSIFIED

DOD 105

8 Jan. & 20 June 1974

SP-117-86 10; Data 10-114-76

20 June 1944

Dear Barney:

Your letter of June 12th, reference six (6) B-24's at Hamilton Field, has been received.

It is true that the B-24's were used to transport combat crews to the mainland on leave from this theater. The airplanes had been delivered to the Seventh Air Force approximately two weeks before again appearing on the West Coast. A radio report was submitted to your office stating why these airplanes were used and that no stripping had been accomplished, other than pulling the pin which released the waist guns. Tail turrets are not used in this theater and these airplanes had their tail turrets removed before delivery to us. The B-24's in question were awaiting modification at our Depot before being placed in combat and could not be placed in combat until these modifications were made.

Many requests have been made to have the modifications on B-24's coming to this theater made by mainland depots. The Depot Engineering Officer flew a completely modified Central Pacific B-24-J to Dayton, Tucson, and San Diego in April, in order to acquaint the Army Air Forces with our modification requirements. He was assured by O.C. & R., M.M. & D. and Wright Field that modifications would be accomplished in the mainland on all new B-24's to be delivered to the Seventh Air Force. A thirty-day delay in delivery date was authorized by the Seventh Air Force to accomplish this modification. To date no modified B-24's have arrived in this theater.

Repeated requests have also been made for an increase in our Depot personnel. Had it been possible for the Depot to take these aircraft for modification, they would not have been used on the above-mentioned mission. At the present time our Depot is approximately two months behind their B-24 modification project, due to the amount of work and the acute shortage of personnel.

Our shortage in this theater has been crews rather than airplanes. Previous commitments had been made authorizing our crews who had completed thirty combat missions to go to the mainland for one month's leave. When these airplanes were dispatched, neither air nor water transportation was available which would insure our crews being returned within a reasonable length of time. War-weary aircraft returning to the United States was used to a maximum. Our knowledge of the Air Transport Command traffic load indicated that they could not carry the Seventh Air Force combat crew leave personnel without displacing normal ATC passenger traffic to the United States. The backlog of crews awaiting leave, their future employment, and morale had to be considered.

SECRET

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Orders had been issued previous to the receipt of your letter, stating that no combat aircraft, whether or not awaiting modification, would be dispatched to transport war-weary combat crews to the mainland. General Ryan has been contacted and he would take care of our crews to the best of his ability, with transport aircraft at his disposal, but present Department policy prohibits (See Inclosure No. 1). War-weary aircraft can and will be used where possible, under ATC control, to move this personnel as crew members.

The B-24's will be used in combat as soon as modifications can be made at the Air Depot and as soon as they are needed for replacements in the combat area.

Congratulations on your recent promotion and with best regards from the entire Seventh Air Force, I am

Sincerely,

ROBERT W. DOUGLASS, JR.,
Brigadier General, U.S.A.

Lt. General Barney M. Giles, U.S.A.,
Deputy Commander, Army Air Forces,
Washington 25, D. C.

~~SECRET~~

~~SECRET~~

DECLASSIFIED

DATE 1/15

BY 101/10/10/10/10

REF ID: A6630, Date 10-11-76

19 JUNE 1944

FROM RICHARDSON HEIMS
TO COMAF SEVEN

YOUR REQUEST FOR AUTHORITY TO UTILIZE AIR TRANSPORTATION OF PACIFIC WING AIR TRANSPORT COMMAND TO TRANSPORT SEVENTH AIR FORCE PERSONNEL ON FURLOUGH OR LEAVE STATUS IS NOT FAVORABLY CONSIDERED. GRANTING OF SICK LEAVES WILL BE AS PRESCRIBED IN CURRENT REGULATIONS. PRESENT POLICY ON TRAVEL OF INDIVIDUALS ON LEAVE OR FURLOUGH IS BY WATER. NO DISTINCTION BETWEEN TRAVEL ACCOMMODATIONS TO AIR FORCE AND GROUND FORCE PERSONNEL WILL BE MADE

(This is reply to request for utilizing ATC facilities for transporting war-weary combat crews for thirty days' leave in the United States.)

~~SECRET~~

see 452.1 Hawaii (77)

SECRET

SECRET
Authority of
The Commanding General
Army Air Forces
Initials

12 June 1944

DECLASSIFIED
DDO hrs.

9 Jun 6 20 June 1974

SP-14/86 LC; Dec. 20-11-76

Col. General Robert H. Douglas, Jr.
Commanding General
Seventh Air Force

Dear Sir:

On the 15th of May six of your B-24 aircraft appeared at Hamilton Field, transporting back to U. S. personnel from your Air Force. The airplanes used are combat airplanes, temporarily stripped down to serve as transports.

All of this places me in a somewhat embarrassing situation. First, these combat airplanes were sent to you around the middle of May. In order to make the airplanes available to you they had to be diverted from other projects. They were diverted, on the basis that they were needed in combat operations in the Pacific. Now, after having had them flown out to you, they are flown back to United States, in service as transports.

Further, it will be difficult to explain to others in the theater why the Army Air Forces can take combat aircraft and return its troops to the United States when other troops must remain in the area for the reason that transportation is not available to bring them home. That, in my opinion, is not the best method of making friends for the Army Air Forces.

I have asked Air Transport Command about this movement of personnel. Evidently it was not handled through ATC and as priority for the movement was handled through the Theater Priority Office.

I wish that you could get in touch with them and see if your future requirements cannot be taken care of by Air Transport Command. In the meantime, I will ask Harold George to look into the matter, as we must have a better solution and plan than diverting combat aircraft from combat work to transport missions.

It is also desired that you advise the earliest date upon which these B-24's will be returned to combat operations.

Best regards,

1 Signed

FRANK H. GILES
Lieutenant General, U. S. Army
Commander, Army Air Forces

SECRET

13 JUN 1944

*File
13 June 44*

SP-14/86 LC; Dec. 20-11-76

SP-14/86 LC; Dec. 20-11-76

~~SECRET~~

DECLASSIFIED

DDO W3

8 Jan & 30 June 1974

By ~~ADJ/SGC~~ JG/SGC 10-10-74

~~SECRET~~

By Authority of
The Enclosing General
Army Air Forces

Date Initials

12 June 1944

Wg. General Robert W. Douglass, Jr.
Commanding General
Seventh Air Force

Dear Bob:

On the 27th of May six of your B-24 aircraft appeared at Hamilton Field, transporting back to U. S. personnel from your Air Force. The airplanes used are combat airplanes, temporarily stripped down to serve as transports.

All of this places us in a somewhat embarrassing situation. First, these combat airplanes were sent to you around the middle of May. In order to make the airplanes available to you they had to be diverted from other projects. They were diverted, on the basis that they were needed in combat operations in the Pacific. Now, after having had them flown out to you, they are flown back to United States, in service as transports.

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I have asked Air Transport Command about this movement of personnel. Evidently it was not handled through ATC and no priority for the movement was handled through the Theater Priority Officer.

I wish that you would get in touch with Ryan and see if your future requirements cannot be taken care of by Air Transport Command. In the meantime, I will ask Royal George to look into the matter; he must have a better solution and plan than diverting combat aircraft from combat work to transport missions.

It is also desired that you advise the earliest date upon which these B-24's will be returned to combat operations.

Best regards,

Signed

WARREN E. GILES
Lieutenant General, U. S. Army
Supply Commander, Army Air Forces

RECEIVED
13 JUN 1944
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Fellows
15

Ad 452.1 Hawaii (76)

Ad 452.1 Hawaii (76)

~~SECRET~~

DECLASSIFIED

DDC 198

8 Jan & 20 June 1978

By ALM / SMC JC Date 10-14-78

~~SECRET~~

By Authority of
The Commanding General
Army Air Forces

9 June
Date Initials RS

Letter to Brig. General Robert V. Douglas, Jr.

Secretary of Air Staff

AG/AS, Operations, Commitments and Requirements

9 Jun 66

HW/30/71019

It is recommended that the attached letter, marked Incl #1, to Brig. General Robert V. Douglas, Jr. be signed by the Chief of Air Staff and transmitted by air mail at the earliest possible date.

1 Incl
Ltr to Brig. General
R. V. Douglas, Jr.
fr this HQ

RS

WILLIAM F. MOKEE
Colonel, Air Corps
Deputy, Asst. Chief of Air Staff,
Operations, Commitments & Requirements

CONFIDENTIAL

DECLASSIFIED

DDO ms

8 Jan 4 20 June 1971

By ALM/SG/AC/DWA 10-74-74

Modification of B-24 Aircraft for Seventh Air Force

AD/AS, MMR, Material Division (Production Eng. Branch)

30 March 1944

AD/AS, MMR, Requirements Division

Major McKenna/ab 5492

1. As result of conference with a representative of General Hale concerning modifications of B-24 aircraft for the Seventh Air Force, the following modifications and installations are required, to be accomplished on all B-24 aircraft as follows: (Drawings are attached as Reference No. 1)

- a. Modification, tail bumper gear (APO 959 AD (13A) on B-24 aircraft scheduled for the Fifth, Seventh, and Thirteenth AF.
- b. Modification of Radiator's electrical control panel and installation of potentiometer for the Fifth, Seventh and Thirteenth Air Forces.
- c. Install window channel and spoiler with blister window on Seventh Air Force aircraft until improved pilots' canopy and escape installation (MMR 990) is available; also on Thirteenth Air Force aircraft.
- d. Modification of emergency hydraulic hand pump handle for all B-24 aircraft to be installed in modification centers until picked up by production.
- e. Relocation of Navigator's position to the flight deck. This modification was requested on a previous MMR. It is requested that the modification previously requested follow as closely as possible the included modification now being made by the Seventh Air Force, (APO 953 AD No. 42) to be accomplished on all B-24 aircraft in modification centers until picked up in production lines.
- f. Installation of B-7 Bull power boost mount in tail gun position (APO 953 AD 430409). It is requested that this installation be made on all B-24 aircraft and include any improvements recommended by Logan Field on the installation as made on a B-24 airplane from Seventh Air Force, which is being sent here for test.
- g. Installation of B-25 Fuel hand transfer pump (APO 953 AD No. 17) on B-24 aircraft for Fifth, Seventh, and Thirteenth Air Forces.
- h. Installation of Caliber .30 guns in nose side windows on B-24 aircraft for the Seventh Air Force.
- i. Installation of waist gun crash belt assembly with attachments on B-24 aircraft for the Seventh Air Force.

Handwritten notes on right margin: "AD 452.1" and a circled "75".

DECLASSIFIED

CONFIDENTIAL

Handwritten signature and date: "X W [unclear] 4/15/44"

Gen Perin

Handwritten note at bottom right: "AD 452.1 Hawaii" with a circled "75".

CONFIDENTIAL
DECLASSIFIED

Modifications of B-24 Aircraft for Seventh Air Force

AM/AS, HMR, Materiel Division

(continued)

30 March 1944

1

- j. Install SCR 717, AN/AP^M-1, AN/APQ-5, according to Seventh Air Force drawings for Seventh Air Force B-24 airplanes.
- k. Installation of Guide-mist gun .50 caliber flexible chute roller (APO 953 AD 44 D 148) for Seventh Air Force B-24 airplanes.
- l. Installation suspension assembly whet gun flexible track drawing number (APO 953 AD 448 B 127) for Seventh Air Force B-24 airplanes.
- m. Storage for extra life raft for the Fifth, Seventh and Thirteenth Air Forces B-24 aircraft.

Incls

Drawings as mentioned
above

MERVIN E. GROSS
Brigadier General, USA

Reamb Br _____

HMR Sec 6 _____

CONFIDENTIAL
DECLASSIFIED

SECRET

DECLASSIFIED

DDO 983

8 Jan 6 00 June 1974

By ALM/AG/IC Date 10-14-76

Removal of Guns and Ammunition from B-25's Enroute to Hawaii.

Asst. Chief of Air Staff, Operations, Commitments and Requirements. (Attention: Col. M. D. Jones, Jr.,)
Deputy Chief of Air Staff.

April 22, 1943

1
LOR/gnd/78052

This will confirm verbal approval, already given, for the removal of guns and ammunition from B-25's enroute from Hamilton Field to Hawaii, provided there is a sufficient reserve there to effect installation upon arrival in the Hawaiian Department.

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

Dispatched

APR 23 1943

AGC

452.1 Hawaii (73)

File
ei 4/23/43

DECLASSIFIED

SECRET

Copies for Miss Ingram
Att AS 452.1 Hawaii (73)

SECRET
DECLASSIFIED

DECLASSIFIED
DD FORM 1
1 JUN 60 EDITION
GPO : WASHINGTON : 1959

May 29, 1942.

MEMORANDUM FOR BRIGADIER GENERAL R. W. CRAWFORD, G.S.
Room 2502.

1. This paper got buried but the action is under way.
2. With reference to your paragraph 1, these airplanes are to be flown to Hawaii by Ferry Command crews and the return of crews from Copper for this purpose is not necessary.
3. With reference to paragraph 2, your understanding with regard to the 4 B-25 crews is identical with the view held in this office. As a matter of fact, a query was sent to Emmons yesterday as to why it was desirable to hold these crews in Copper in view of the fact that there are no airplanes of this type available there.

M. F. HARMON,
Major General, U. S. A.
Chief of the Air Staff.

1 Att.
Memo 5/23/42 fr Oper. Div.
sub: Additional Crews for
Bombers in Hawaii.

Dispatched
MAY 30 1942

AAG
File 0129

SECRET
DECLASSIFIED

452.1 Hawaiian
(72)

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	

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DOO hrs.

8 Jan & 20 June 1974

By AIN/CGIC, Date 10-14-76

SECRET
REF ID: A66548

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

File No. _____

Tally No. AAF _____

SUBJECT: ASV Equipped Airplanes for Hawaiian Department and Panama.

452.1 Hawaii (71)

NO.	FROM	TO	DATE	COMMENTS
1.	AFDAS	AFAEP	1942 5/21	<p>1. To obtain necessary concurrence of the Operations Division.</p> <p>2. General Arnold directs that radiograms substantially as inclosed (which have been presented to him and changed in accordance with his direction) be presented to the Commanding Generals in Hawaii and in Panama, in order that they shall not destroy the "bombardment" characteristics of all of their heavy bombers by the installation of ASV equipment.</p> <p>Incl: #1-Secret Memo for C/S, dtd 5/20, ref Cable to Hawaii. #2-Secret Message to CG, Caribbean Defense Com. Quarry Heights, CZ.</p> <p style="text-align: right;">L.S.K. AFDAS</p> <p><i>OK. C-584 OPD 5/22/42 Rec'd</i></p>
2.	AFAEP	AFDAS	5/22	<p>1. Requested concurrences have been obtained. Cablegrams returned herewith.</p> <p style="text-align: right;">GS-msh HAC AFAEP</p> <p><i>45 for</i></p>
3.	AFDAS	AFMAG	1942 5/23	<p>1. For Transmission.</p> <p>Incl. #1 n/c #2 w/d</p> <p style="text-align: right;">L.S.K. AFDAS</p> <p><i>File 452.1/29/42</i></p>

(Do not use reverse side)

F-4071, AF. Rev. 8/14/41

Page No. **SECRET**

air 452.1 Hawaii (71)

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DECLASSIFIED

UIC 415
8 Jan. 4 20 June 1974
By: [unclear] 10, Date: [unclear] - 74

AFTSC
(B-1)
JKD/hg

May 20, 1942.

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: ASV Equipped Airplanes for Hawaiian Department.

By direction of Lieutenant General Arnold, Commanding General, Army Air Force, it is requested that a cablegram substantially as follows be transmitted to the Commanding General, Hawaiian Department:

"Orders are being issued to immediately transfer five LB-30's equipped with ASV Mark II sets and the five crews from the Hawaiian Department to proceed without delay to Hawaii. It is directed that ASV equipment be installed in not more than seventeen heavy bombardment airplanes now in your Department."

suggested

L. S. KUTER,
Brig. General, U.S.A.,
Deputy Chief of the Air Staff.

Concurrences:

Operations Division, WDGS. ()

A-1 AS
A-2 AS
Intd. S.
A-3 AS
A-4 AS
Flt. AS
Intd. AS
Int. Reg.
Gr. Sup.
Int. S.
War GDM
Int. Tr.
Tech. [initials]
Weather
Traffic
Photo. SAC
Tech. Insp.
Pub. Inf.
Dir. Pers.
Int. Pers.
Ch. Pers.
Sup.
I. Advoc.
Budget
Plan.
Mgmt. Con.
Adm. Con.
Op. Pl.
Dist. Pl.
Log. Pl.
Int. C.
A. & C.
S. G.

SECRET

452.1 Hawaii (71)

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED
DDO JRS
8 Jan. & 20 June 1974
By: ALN/RGL/C. Date 10-1-76

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

File No. _____

Tally No. AAF _____

Ref. 5-4610

SUBJECT: Status of B-17's for Hawaii.

NO.	FROM	TO	DATE	COMMENTS
1	AFROM (I-1) mcj	AFCAS	1942 5-1	<p>1. The current status of 12 B-17's, destined for Hawaii is as follows:</p> <p>5 B-17E's now ready at Denver to go to Continental Air Lines for tanks.</p> <p>7 more ready in a couple of days.</p> <p>Airplanes leaving Denver in next two days will be completed at Continental by next Wednesday. Tank installation requires about two days.</p> <p align="right"><i>Noted.</i> <i>[Signature]</i></p> <p align="right"><u>O.S.F.</u> O.S.F. Col., A.C. Dir. W.O.&M.</p>
				<p align="right"><i>452.1 Hawaii 76</i></p> <p align="right"><i>[Signature]</i></p>

MAY 2 1942
AAG Received

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(Do not use reverse side)

W-4091, AF, Rev. 8/14/41

Page No. _____

air 452.1 Hawaii 76

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DECLASSIFIED

DD Form

8 Jan. & 20 June 1976

By 4-1-76 / 86 / 10 / 144-76

Status of B-17's for Hawaii.

1 AFROM
(X-1)
mcj

AFCAS

1942

5-1

1. The current status of 12 B-17's, destined for Hawaii is as follows:

5 B-17E's now ready at Denver to go to Continental Air Lines for tanks.

7 more ready in a couple of days.

Airplanes leaving Denver in next two days will be completed at Continental by next Wednesday. Tank installation requires about two days.

O.S.F.
Col., A.C.
Dir. W.O.&M.

SECRET

Air 00452.1 Hawaii (70)

SECRET

DECLASSIFIED

DDI 115

8 Jan 6 23 June 1951

By SA-7, 810-10, Date 10-14-76

DECLASSIFIED

3d Ind.

AFROM E-10:nf

WAR DEPARTMENT, HEADQUARTERS, ARMY AIR FORCES, Washington, D.C., May 12, 1942 - TO: Commanding General, Services of Supply (The Adjutant General), Washington, D. C.

1. In radiogram No. 2084 dated April 1, 1942, the Commanding General, Hawaiian Department, was advised that the pursuit strength of the Seventh Air Force would be augmented to 225 airplanes.

2. The likelihood of changes in the tactical situation prevents this headquarters from making definite commitments at this date regarding the types of pursuit airplanes which will be furnished, but every effort will be made to supply airplanes having the performance characteristics set forth in the basic communication.

For the Commanding General, Army Air Forces:

MILLARD F. HARMON
Major General, U.S. Army
Chief of the Air Staff

Dispatched

MAY 14 1942

AAG

458.1 Hawaiian
69

File copy

File on 3/14/42

- 3 -

SECRET

458.1 Hawaiian 69

SECRET
RELEASABLE

DECLASSIFIED

000 000

8 Jan. 8 1974

By: 11/1/86 MCI Date: 12-14-74

**HEADQUARTERS SEVENTH AIR FORCE
OFFICE OF THE AIR FORCE COMMANDER
HICKAM FIELD, T.H.**

21 March 1942.

SUBJECT: Interceptor Airplanes.

TO : Commanding General, Hawaiian Department.

1. It is requested that 100 pursuit type airplanes capable of climbing to 20,000 feet in ten minutes be sent here on the first available transportation.

2. The above request is made because:

a. We have been unable to get successful operation out of P-39's at over 20,000 feet.

b. Our experience with P-40's show:

1. The average time of take off for pursuit squadrons from dispersed positions is five minutes.
2. The time for a P-40E airplane to climb to 20,000 feet is twenty minutes, and those that have been able to climb to 25,000 feet have required at least thirty minutes. (Actual service conditions time, not performance data).
3. It will require twenty-five minutes to get a P-40E up to 20,000 feet and thirty-five minutes to 25,000 feet. From this it can be seen that decision to have a squadron take off against the enemy must be made when he is seventy-five miles out at 20,000 feet and one hundred five miles out at 25,000 feet. This is farther out than the radars have been capable of operating.
4. The average speed of Japanese airplanes coming to attack Oahu on December 7th 1941 was 180 miles per hour, or three miles per minute.

3. Japanese in Java operated their bombers at more than 25,000 feet and these were generally accompanied by fighters. The P-40 type airplanes are very poor combat airplanes at that altitude. It is readily seen that a fast climbing, high altitude interceptor type airplane is urgently needed in the Hawaiian Area.

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SECRET

RELEASABLE

4. After invasion starts, large type airplanes can be flown from the mainland but it will be difficult to get reinforcements of pursuit airplanes to Hawaii and every effort should be made to have a supply on hand.

H. G. DAVIDSON,
Brigadier General, U. S. Army,
Commanding.

AG 482.1

1st Ind.

HEADQUARTERS HAWAIIAN DEPARTMENT, Fort Shafter, T. H., 22 March 1942.
TO: The Adjutant General, War Department, Washington, D. C.

I concur in the above. It is strongly recommended that the airplanes requested be sent here at earliest practicable date.

WELLS C. HIGGINS,
Lieutenant General, U. S. Army,
Commanding.

SUBJECT: Interceptor Airplanes.

SP AG 482.1 (3-21-42)MC

2d Ind.

MMB/jbc - 1708

War Department, S.O.S., A.G.O., March 28, 1942. TO: Commanding General, Army Air Forces.

SECRET

5/25/42

AFMAG -

File without action in view of
subsequent action on this subject.

SSK
LSE

DECLASSIFIED

DD FORM

8 Jan. & 20 June 1978

By ALP/SG LC Date 05-14-78

SECRET
BY AUTHORITY OF A.O. OF S. OPD

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
OPERATIONS DIVISION
WASHINGTON

Date

Initials

May 20, 1942

OPD 452.1 Haw. Dept.
(4-27-42) (4-10-42)

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Reinforcement of Aircraft for the Hawaiian Department.

1. Reference is made to OPD memorandum for the Commanding General, Army Air Forces, April 27, 1942 and your memorandum for the Assistant Chief of Staff, OPD, May 5, 1942, on the above subject.
2. The commitment to Hawaii of 80 heavy bombers by July 1, 1942 was specifically approved by The Joint Chiefs of Staff and by the President. The critical situation developing in the Pacific emphasizes the importance of exact planning with respect to the transfer to Hawaii of the air strength involved.
3. It is requested that you advise the approximate dates upon which you estimate actual deliveries will be made in order that this Division may so inform the Commanding General, Hawaiian Department.

452.1 Hawaii (68)

Dwight D. Eisenhower
DWIGHT D. EISENHOWER,
Major General,
Assistant Chief of Staff.

Incl.
Memo to Gen. Eisenhower
from Gen. Arnold, AAF
w/incl.



SECRET

OPD 452.1 Hawaii (68)

~~SECRET~~

BY AUTHORITY OF A.C. S. OPD

DECLASSIFIED
DDO 105

By DAW/SM LC Date 10-14-76

Date _____ Initials _____

~~SECRET~~

OPD 452.1 Haw. Dept.
(4-27-42) (4-10-42)

May 20, 1942

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Reinforcement of Aircraft for the Hawaiian Department.

1. Reference is made to OPD memorandum for the Commanding General, Army Air Forces, April 27, 1942 and your memorandum for the Assistant Chief of Staff, OPD, May 5, 1942, on the above subject.
2. The commitment to Hawaii of 80 heavy bombers by July 1, 1942 was specifically approved by The Joint Chiefs of Staff and by the President. The critical situation developing in the Pacific emphasizes the importance of exact planning with respect to the transfer to Hawaii of the air strength involved.
3. It is requested that you advise the approximate dates upon which you estimate actual deliveries will be made in order that this Division may so inform the Commanding General, Hawaiian Department.

DWIGHT D. EISENHOWER,
Major General,
Assistant Chief of Staff.

Incl.
Memo to Gen. Eisenhower
from Gen. Arnold, AAF
w/incl.

Copy to A Company

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OPD 452.1 Hawaii (68)

SECRET

DECLASSIFIED
DOD IHS

8 Jan & 20 June 1974

By ALC/CG MC, Date 12-14-74

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

May 5, 1942

MEMORANDUM FOR: Major General D. D. Eisenhower, Assistant Chief of Staff, Operations Division.

Subject: Reinforcement of Aircraft for the Hawaiian Department.

1. Since the Air Staff and the Operations Division of the General Staff have been collaborating for the past two weeks on the subject of the Distribution of American Airplanes, this paper is returned without action. It is manifestly impossible to isolate any single commitment or to discuss the reallocation of airplanes to one activity without considering all other commitments and requirements.
2. The particular case of Hawaii emphasizes the impossibility of discussing any single activity separately. The Army Air Forces can augment the heavy bomber strength to 80 by July 1st by taking airplanes from activities with higher priority as set forth in your memorandum dated April 29, 1942, and by ignoring all activities of lower priority.
3. A major activity of the Air Staff at this time consists of analyzing the allocation of aircraft in the light of the priorities proposed by your memorandum of April 29, 1942. The Air Staff is anxious to receive the clear comprehensive directive which should result from your April 29th memorandum and the work now in progress in connection therewith. Such a directive will serve as a basis for action on the basic memorandum and many others like it.

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

MAY 6 42 AM

OPD 452.1 HAW. Dept (4-27-42)
(4-10-42)



58E42

Incl.
FOR DEFENSE Memo for Gen. Arnold from Gen. Eisenhower.



Copies to AFAMP, AFACT, and AFDMR.

SECRET

IN
OPD WDGS
452.1 HAW. 68

SECRET

DECLASSIFIED

DDO 815

8 Jan. & 30 June 1974

By DAI/BJC/IC, Date 10/14/74

May 5, 1942

MEMORANDUM FOR: Major General B. D. Hoenes, Assistant Chief of Staff, Operations Division.

Subject: Reinforcement of Aircraft for the Hawaiian Department.

1. Since the Air Staff and the Operations Division of the General Staff have been collaborating for the past two weeks on the subject of the Distribution of American Airplanes, this paper is returned without action. It is manifestly impossible to isolate any single commitment or to discuss the reallocation of airplanes to one activity without considering all other commitments and requirements.
2. The particular case of Hawaii emphasizes the impossibility of discussing any single activity separately. The Army Air Forces can augment the heavy bomber strength to 80 by July 1st by taking airplanes from activities with higher priority as set forth in your memorandum dated April 29, 1942, and by ignoring all activities of lower priority.
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H. H. ARNOLD

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

Incl.

None for Gen. Arnold from
Gen. Hoenes.

Copies to AFHQ, AFAGF,
and AFTR.

SECRET

air 452-11 Haw. 68

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
OPERATIONS DIVISION
WASHINGTON D C

~~SECRET~~

BY AUTHORITY OF A G O P S OPD

DATE INITIALS

April 27, 1942.

DECLASSIFIED

DTIC 005

8 JAN 23 1974

By ALM LGE LCI DAB

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Reinforcement of Aircraft for the Hawaiian Department.

1. Reference is made to radio 3635, April 25, 1942, to General Marshall from General Emmons stressing the grave importance of building up to authorized strength without delay, the aircraft for the Hawaiian Department. It is requested that you advise immediately your proposed schedule of fulfilling the commitments to Hawaii.

2. In this connection, attention is invited to memorandum from the Director of War Organization and Movement, HQ Army Air Forces, of April 23, 1942, subject, "Aircraft Deliveries to Hawaii," which deals with bombardment airplanes. This memorandum lists the following deliveries of Heavy bombardment aircraft to Hawaii for May and June as follows:

12 B-17E airplanes about May 10
5 LB-30 airplanes equipped with ASV in May
10 B-17E airplanes in June
27 Total.

same

3. Your Vital Statistics report of April 26, 1942 indicates that there are 32 Heavy bombardment airplanes in Hawaii with 5 awaiting delivery or enroute - a total of 37. This number plus those which you propose to ship as noted above totals 64 Heavy bombardment airplanes which should be in Hawaii by July 1, 1942.

4. Your attention is invited to JCS/11, February 12, 1942, approved by the Joint Chiefs of Staff as recorded in minutes for the 3d Meeting, March 3, 1942, which was approved by the President per the JCS Report of March 17, 1942 "Status of JCS Papers". JCS/11 makes the following commitments:

-1-

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~~SECRET~~

80 Heavy bombers by July 1, 1942
16 Additional Heavy bombers, at a later date
24 Light Bombers
225 Pursuit

5. It is view of the Operations Division that any approved action of the Joint Chiefs of Staff must be taken as an authoritative directive unless and until modified by the same or higher authority. Any other view would imply a right to disregard decisions of the Joint Chiefs of Staff, which are either specifically or by understanding approved by the Commander in Chief, and so create confusion and lack of coordination.

It is recognized that in certain instances commitments made for future operations cannot be completely executed, due to later developments. In such cases it appears that the logical course is to present the facts to this Division, which is charged not only with responsibility for initiating action for the War Department, involving operations, but for presenting to the Joint Chiefs of Staff, through channels, applicable data and recommendations in such matters.

Consequently this Division believes that if the schedule presented by the Director of War Organization and Movement, Headquarters Army Air Forces, represents the extent in which the Commanding General, Army Air Forces, is prepared to meet the commitments for Hawaii as agreed on by the Joint Chiefs of Staff, a statement to that effect should be prepared, and submitted by the Operations Division, through the Chief of Staff, to the Joint Chiefs of Staff.

Dwight D. Eisenhower

DWIGHT D. EISENHOWER,
Major General,
Assistant Chief of Staff.

~~SECRET~~

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:

NO.	FROM	TO	DATE	COMMENTS
				<p>loan to the Eastern Defense Command.</p> <p>10 previously allocated to Hawaii as per plan previously submitted to the Operations Division.</p> <p>14 previously allocated to the Australian theater to replace attrition.</p> <p>June: 7 to be diverted from those allocated to Australia to replace attrition.</p> <p>3. The diversions from those heretofore tentatively allocated to Australia to replace attrition are recommended as preferable to diversions from OTU's as the latter is the only source from which future combat groups may be obtained and these are already dangerously depleted in airplane strength.</p> <p>4. <u>The return of this paper is requested after decision by the CG, AAF, in order that an appropriate response may be drafted to the memorandum of the Asst. Chief of Staff, Operations Division.</u></p> <p style="text-align: right;">4</p> <p style="text-align: right;">S.F. O.S.F. Col., A.C. Dir. W.O.&M.</p>
		AFRONT		note enclosed

SECRET

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

Page No. _____

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DDO HUS

8 Jan. & 20 June 1974

By 103 / 86 AC Date 10-19-76

2 FROM AFVDS 1942
(I-1)mcj 4-29

1. In view of the attitude of the War Department as expressed in the attached memorandum and in view of the present vulnerability of the Hawaiian Department as frequently reiterated and emphasized in cables received from the CG of that Department, it is recommended that no effort be made to reduce the commitment of the joint Chiefs of Staffs cited in the attached memorandum but that such commitment be implemented according to the following plan:

Heavy Bomb. Aircraft now on hand in Hawaii	--	32
To be Delivered in May	-----	41
To be Delivered in June	-----	7
TOTAL by July 1		----- 80

2. Heavy bombardment type aircraft scheduled for delivery in May and June as proposed in par. 1 above, will be obtained as follows:

May : 12 loaned from British diversions (JCS/6)
to be returned from July production.

5 LB-30's equipped with ASW now on temporary

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loan to the Eastern Defense Command.

10 previously allocated to Hawaii as per plan previously submitted to the Operations Division.

14 previously allocated to the Australian theater to replace attrition.

June: 7 to be diverted from those allocated to Australia to replace attrition.

3. The diversions from those heretofore tentatively allocated to Australia to replace attrition are recommended as preferable to diversions from OTU's as the latter is the only source from which future combat groups may be obtained and these are already dangerously depleted in airplane strength.

4. The return of this paper is requested after decision by the CG, AAF, in order that an appropriate response may be drafted to the memorandum of the Asst. Chief of Staff, Operations Division.

O.S.F.
Col., A.C.
Dir. W.O.A.M.

SECRET

OPD 452.1 Hawaii (4-42)
(4-10-42)

DECLASSIFIED

DDI hqs

8 Jan 4 20 June 1974

By ASST/SEC AC, Date 10-11-74

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BY AUTHORITY OF A.C.C.P. & OPD

OPD

KNW 72906

DDM:ltale

Date

RECEIVED

April 27, 1942.

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

Subject: Reinforcement of Aircraft for the
Hawaiian Department.

1. Reference is made to radio 3635, April 25, 1942, to General Marshall from General Humes stressing the grave importance of building up to authorized strength without delay, the aircraft for the Hawaiian Department. It is requested that you advise immediately your proposed schedule of fulfilling the commitments to Hawaii.

2. In this connection, attention is invited to memorandum from the Director of War Organization and Movement, HQ Army Air Forces, of April 23, 1942, subject, "Aircraft Deliveries to Hawaii," which deals with bombardment airplanes. This memorandum lists the following deliveries of Heavy bombardment aircraft to Hawaii for May and June as follows:

12 B-17E airplanes about May 10
5 B-30 airplanes equipped with 15V in May
10 B-17E airplanes in June
27 Total.

3. Your Vital Statistics report of April 26, 1942 indicates that there are 32 Heavy bombardment airplanes in Hawaii with 5 awaiting delivery or enroute - a total of 37. This number plus those which you propose to ship as noted above totals 64 Heavy bombardment airplanes which should be in Hawaii by July 1, 1942.

4. Your attention is invited to JCS/11, February 12, 1942, approved by the Joint Chiefs of Staff as recorded in minutes for the 3d Meeting, March 3, 1942, which was approved by the President per the JCS Report of March 17, 1942 "Status of JCS Papers". JCS/11 makes the following commitments:

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80 Heavy bombers by July 1, 1942
16 Additional Heavy bombers, at a later date
24 Light Bombers
225 Pursuit

5. It is the view of the Operations Division that any approved action of the Joint Chiefs of Staff must be taken as an authoritative directive unless and until modified by the same or higher authority. Any other view would imply a right to disregard decisions of the Joint Chiefs of Staff, which are either specifically or by understanding approved by the Commander in Chief, and so create confusion and lack of coordination.

It is recognized that in certain instances commitments made for future operations cannot be completely executed, due to later developments. In such cases it appears that the logical course is to present the facts to this Division, which is charged not only with responsibility for initiating action for the War Department, involving operations, but for presenting to the Joint Chiefs of Staff, through channels, applicable data and recommendations in such matters.

Consequently this Division believes that if the schedule presented by the Director of War Organization and Movement, Headquarters Army Air Forces, represents the extent in which the Commanding General, Army Air Forces, is prepared to meet the commitments for Hawaii as agreed on by the Joint Chiefs of Staff, a statement to that effect should be prepared, and submitted by the Operations Division, through the Chief of Staff, to the Joint Chiefs of Staff.

DWIGHT D. EISENHOWER,
Major General,
Assistant Chief of Staff.

ccm/ml

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CGI 03 45211 Hawaii 68

Reinforcement of Aircraft for the Hawaiian Department

WB/hk

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1 AFDAS AFRON 1942
 4/28

1. For suitable action after concurrence with interested agencies.

L. S. K.
 DG/AB

452.1 Hawaiian
 (LP)

Dispatched
 APR 23 1942
 AAG

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~~DECLASSIFIED~~

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	Scen-eritics	

452.1 Hawaiian (LP)

**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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DDI Hqs.

8 Jan. & 29 June 1974

By: ALC/SG LC, Date: 10-14-74

SUBJECT: Hawaiian Air Strength.

NO.	FROM	TO	DATE	COMMENTS	MFH/hd																		
4	AFGAS	AFROM	1942 4-16	<p>1. See General Arnold's last note above. My answer to this is that literally the answer to General Arnold's question is "no, not completely". I believe you will determine from further reading of the original R/R that General Arnold wants your plan stated in more completeness.</p> <p align="right"><i>M.F.H.</i> M.F.H. AFGAS</p>																			
5	AFROM (X-1)mcj	AFGAS	1942 4-23	<p>1. As a result of the recent conference on the subject of airplane allocation and Gen. Arnold's expressed concurrence in the proposal to reduce commitments to coincide with the number of aircraft which can be made available, the following plan for increasing the number of heavy bombers in Hawaii has been worked out and is believed possible of accomplishment:</p> <table border="1"> <thead> <tr> <th>May</th> <th>June</th> <th>July</th> <th>Aug.</th> <th>Sept.</th> <th>Oct.</th> <th>Nov.</th> <th>Dec.</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>17</td> <td>10</td> <td>10</td> <td>10</td> <td>4</td> <td>4</td> <td>3</td> <td></td> <td>58</td> </tr> </tbody> </table> <p>(5 equipped with ASV)</p> <p>This number, with the 32 now on hand, will provide a total strength of 90 heavy bombardment aircraft in Hawaii by Dec., 80 operational and 10 reserve to provide for attrition.</p> <p>2. If approved, the foregoing plan will be transmitted to the CG, Hawaiian Department, in response to query contained in his cable #3516, of April 20.</p> <p align="right"><i>O.S.F.</i> O.S.F. Col., A.C. Dir.W.O.&M.</p>	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	TOTAL	17	10	10	10	4	4	3		58	<p>ARMY AIR FORCES W.O. & M.</p> <p>1942 APR 28 AM 9 03</p> <p>24 342</p> <p>REC RECEIVED</p> <p align="right">452.1 Hawaii 66</p>
May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	TOTAL															
17	10	10	10	4	4	3		58															

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F-4071, AF. Rev. 8/14/41

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Page No. 2

Air 44 452.1 Hawaii 66

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

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after each comment.

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EOD 135

8 Jan 67 1000 1024

By: *ASST. SEC. AD. DATA. 100-100-76*

File No.

Tally No. AAP

SUBJECT: Hawaiian Air Strength.

Adm. S-3283

NO.	FROM	TO	DATE	COMMENTS
1	General Arnold	Colonel Ferson	1942 4/13	<p>Note the attached. Give me a memorandum showing what your present plans are for increasing the number of heavy bombers in Hawaii. This plan to be concurrent with our other priorities and is not to replace any of the other priorities.</p> <p style="text-align: center;"><i>(Signature)</i></p>
Incl:	Memo for Gen. Arnold frn. Mr. Lovett, 4/11/42 re above subj.			
2	Colonel Ferson	General Arnold	1942 4-14	<p>1. Twelve (12) B-17E airplanes have just been received from the British for the express purpose of being delivered to Hawaii. These planes are to be equipped with bomb bay tanks for overseas flight and can probably be prepared for departure in two or three weeks.</p> <p>2. Additional heavy bombardment type airplanes, with the exception of five (5) LB-30's, which are now being equipped with ASV, are not available for the augmentation of the Hawaiian air component concurrently with other priorities. In addition to equipping units required for the recently announced major effort, our heavy bombardment OTU's must receive equipment shortly and at a rapid rate if they are to produce the heavy bombardment units required for future increments of the major effort.</p> <p style="text-align: right;"><i>O.S.F.</i> <i>O.S.F.</i> Col., A.C. Dir., W.O.&M.</p> <p>Incl n/c</p>
1	General Arnold	General Harmon	1942 4/15	<p>Note the attached and determine if, in your opinion, Ferson has done what I asked him to do.</p> <p style="text-align: right;"><i>(Signature)</i> H. H. A.</p> <p>Incl n/c</p>

(Do not use reverse side)

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

SECRET

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DOD RPS

8 Jan & 20 June 1994

By: ATL/RC M. Date: 12/14/94

WAR DEPARTMENT
OFFICE OF THE ASSISTANT SECRETARY FOR AIR
WASHINGTON, D. C.

April 11, 1942

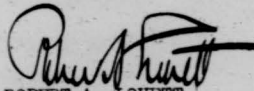
~~SECRET~~

MEMORANDUM FOR GENERAL ARNOLD

I notice from the vital statistics statement that the Hawaiian heavy bombardment strength is down to 32 planes. This would seem to indicate that the 12 planes detailed to the Navy and transferred to Australia from this station have not been replaced.

Sheets entitled "Operation and Materiel Commitments vs Resources -- Heavy Bombardment" indicate that two groups of heavy bombardment are carried for Hawaii with the strength in airplanes of 70 during the months of March, April, May and until the end of the year. Such information as I have been able to gather from the confusing welter of figures on allocations would indicate that, as of April 6, it was expected to provide 80 heavy bombardment planes in Hawaii by July.

Don't you think that Hawaiian strength ought to be brought up to the level existing in January by the allocation of 12 planes at an early date, since the strength is less than half that considered the minimum required as evidenced by the sheets referred to above and by allocations heretofore made.



ROBERT A. LOVETT

Assistant Secretary of War for Air

~~SECRET~~

air 03 452.1 Hawaii (66)

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8 Jan. & 20 June 1974

By AN/ACIC, Date 10-14-76

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5 AFROM AFCAS 1942
(X-1)mcj 4-23

1. As a result of the recent conference on the subject of airplane allocation and Gen. Arnold's expressed concurrence in the proposal to reduce commitments to coincide with the number of aircraft which can be made available, the following plan for increasing the number of heavy bombers in Hawaii has been worked out and is believed possible of accomplishment:

<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>
17	10	10	10	4	4	3		58

(5 equipped with ASV)

This number, with the 32 now on hand, will provide a total strength of 90 heavy bombardment aircraft in Hawaii by Dec., 80 operational and 10 reserve to provide for attrition.

2. If approved, the foregoing plan will be transmitted to the CG, Hawaiian Department, in response to query contained in his cable #3516, of April 20.

O.S.F.
Col., A.C.
Dir.W.O.&M.

SECRET

• Air 452.1 Hawaii (66)

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DDO 115

8 Jan. & 30 June 1974

By ALB / 86 MC, Date 12-14-76

Hawaiian Air Strength.

HFH/hd

4 **AFCAS** **AFROM** 1948
4-16

1. See General Arnold's last note above. My answer to this is that literally the answer to General Arnold's question is "no, not completely". I believe you will determine from further reading of the original R/A that General Arnold wants your plan stated in more completeness.

H.F.H.
AFCAS

HEADQUARTERS--ARMY AIR FORCES--COORDINATION

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

SECRET

Dis 02452.1 Howser 66

~~SECRET~~

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DOD ltra

8 Jan & 20 June 1974

By ALM/EGG JG Doc 10-114-76

HEADQUARTERS HAWAIIAN AIR FORCE

Office of the Air Force Commander

HICKAM FIELD, T. H.

In reply refer to:

20 February 1942

SUBJECT: Statistical Report No. 5

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

1. Statistical report as of 1800 February 19, 1942.

a. Status of Aircraft:

	<u>B-17</u>	<u>B-18</u>	<u>A-20</u>	<u>P-39</u>	<u>P-36</u>	<u>P-40</u>
In Commission	18	14	9	17	9	94
1st Echelon	8	2	0	2	12	19
2nd Echelon	1	0	0	3	8	18
3rd Echelon	4	2	0	0	0	0
Total	31	18	9	22	29	131

NOTE: Twelve B-17E's are a part of Secret Task Force Eleven; the combat crews and ground crews of this task force were prepared for permanent change of station prior to departure from here in anticipation of a possibility of their being sent directly to "X" at the termination of their present attachment to Task Force Eleven.

b. Status of Combat Crews:

	<u>B-17</u>	<u>B-18</u>	<u>A-20</u>	<u>Pursuit</u>	
Combat Crews	42	18	9	192	- Crews all 100% trained.

- B-17 Crews additional to above:
- 12 With Task Force Eleven
 - 2 On detached service with disabled aircraft.
 - 5 On detached service to mainland.
 - 3 Just arrived - not yet checked.

Total of 64 B-17 Crews at present charged to Hawaiian Air Force.

FOR DEFENSE



BUY
UNITED STATES
SAVINGS
BONDS

*interview
A-2*

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3/21-1-A

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8 Jan & 20 June 1974

R-abc; D-1074476

452.1 How. (65)

~~SECRET~~

(Statistical Report No. 5 - to Chief of Air Forces - 2/20/42)

c. Status of Bombs and Ammunition:

(1) HAWAII

	100#	250# 300#	500# 600#	1000# 1100#	2000#
<u>BOMBS</u>	9045	3436	8429	1209	497

<u>AMMUNITION</u>	.30 Caliber	.50 Caliber	37 M/M
All types	6,161,000	3,200,000	38,000

(2) BIRCH

<u>BOMBS</u>	300#	500#	<u>AMMUNITION</u>	.30 and .50 Caliber
	200	100		12 missions for one B-17.

(3) HOLLY

<u>BOMBS</u>	500#	<u>AMMUNITION</u>	.30 Cal. and .50 Cal.
	100		12 missions for one B-17.

(4) FANTAN

<u>BOMBS</u>		<u>AMMUNITION</u>	.30 and .50 Caliber
500#	300#	189,200 rds.	20% Tracer
200	200 shipped	200,000 rds.	Shipped 2/9/42
	2/4/42		
360	610 shipped		
	2/9/42		

d. Status of Gasoline and Oil:

(1) HAWAII

Gasoline	6,878,000 Gallons
Oil	552,000 Quarts.

(2) BIRCH

Gasoline	136,000 Gallons
Oil	10,000 Gallons

(3) HOLLY

Gasoline	485,000 Gallons
Oil	20,000 Gallons

(4) FANTAN

Gasoline	351,000 Gallons
Oil	4,500 Gallons

DECLASSIFIED

DDO ltra.

June 1976

Date 10/4/76

(4) FANTAN

Gasoline	351,000 Gallons
Oil	4,500 Gallons

~~SECRET~~

~~SECRET~~

(Statistical Report No. 5 - to Chief of Air Forces - 2/20/42)

(5) POPPY

Gasoline 180,000 Gallons
Oil 2,000 Gallons

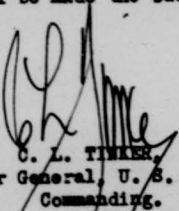
e. NARRATIVE:

(1) Twenty-eight (28) B-26 airplanes arrived here on the "Kitty-Hawk" on Sunday, February 15th, and are in the process of assembly. One airplane was to have been flown today but due to an accident in the shop will be delayed about two days. Our work-schedule on these airplanes calls for three (3) airplanes to be assembled every 48 hours. It is a little too early to state definitely whether or not this schedule can be maintained. However, if no difficulties are encountered, it is assumed that we will be able to keep up this pace.

(2) Fifty-seven (57) combat crews of the 22d Bomb Group have arrived and are under instruction. From the analysis made by the 7th Bomber Command of these combat crews, I feel certain that we can have the crews trained and ready to depart when the aircraft are ready.

(3) It is urgently requested that information be sent me by radio on the additional B-26 combat crews to be trained in this area, by comparison with the combat crews of the 22d Bomb Group. If future crews arrive here with the same degree of training as the present crews, I believe that we should be able to maintain a fairly rapid flow of aircraft to destinations.

(4) Additional .50 caliber ammunition will be required for the training of these crews. This will be made the subject of a radio request.


C. L. TINKER,
Major General, U. S. Army,
Commanding.

ARMY AIR FORCE
MAR 8 1942
AAG Received

One copy of the above report has been retained - Stenographic notes have been destroyed.

C. L. T.

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DOD ltr. 1974
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By: EC 1/17/76

AAC/1295
air 06462.1 Jan. 65 3/3

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DD Form 131

8 Jan. & 30 June 1974
By AIN/46/10; Date 10-14-76

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

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Total of 64 B-17 Crews at present charged to Hawaiian Air Force.



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SECRET

(Statistical Report No. 5 - to Chief of Air Forces 2/20/42)

c. Status of Bombs and Ammunition:

(1) HAWAII

<u>BOMBS</u>	<u>100#</u>	<u>250#</u>	<u>500#</u>	<u>1000#</u>	<u>2000#</u>
	9045	3456	8429	1209	497

<u>AMMUNITION</u>	<u>.30 Caliber</u>	<u>.50 Caliber</u>	<u>37 M/M</u>
All types	6,161,000	3,200,000	88,000

(2) BIRCH

<u>BOMBS</u>	<u>300#</u>	<u>500#</u>	<u>AMMUNITION</u>	<u>.30 and .50 Caliber</u>
	200	100	12 missions for one B-17.	

(3) HOLLY

<u>BOMBS</u>	<u>500#</u>	<u>AMMUNITION</u>	<u>.30 Cal. and .50 Cal.</u>
	100	12 missions for one B-17.	

(4) FANTAN

<u>BOMBS</u>	<u>500#</u>	<u>300#</u>	<u>AMMUNITION</u>	<u>.30 and .50 Caliber</u>
	200	200 shipped 2/4/42	189,200 rds.	20% Tracer
	360	610 shipped 2/9/42	200,000 rds.	Shipped 2/9/42

d. Status of Gasoline and Oil:

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Gasoline	6,878,000 Gallons
Oil	552,000 Quarts.

(2) BIRCH

Gasoline	136,000 Gallons
Oil	10,000 Gallons

(3) HOLLY

Gasoline	485,000 Gallons
Oil	20,000 Gallons

(4) FANTAN

Gasoline	351,000 Gallons
Oil	4,500 Gallons

~~SECRET~~

(Statistical Report No. 5 - to Chief of Air Force 2/20/42)

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(5) POFFY

Gasoline 100,000 Gallons
Oil 2,000 Gallons

e. NARRATIVE:

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Hq. Army Air

MAR 3 1942

AAG Received

C. L. TINKER,
Major General, U. S. Army,
Commanding.

One copy of the above report has been retained - Stenographic notes have been destroyed.

C. L. T.

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AAG/1225
Air 05452.1 Haw 3/2 69

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8 Jan. & 20 June 1974

By ALM/EG LC Date 12/14/76

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AIR CORPS BASIC FLYING SCHOOL
Office of the Commanding Officer
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FEB 27 1942

(Date)

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CO, 302nd Materiel Sqdn	1	Technical Inspector.	1
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CO, 528th Schl. Sqdn.	1	Signal Office	1
CO, 529th Schl. Sqdn.	1	Post Surgeon	4
CO, 539th Schl. Sqdn.	1	Cadet Detachment	1
CO, 531st Schl. Sqdn.	1	Finance Office	1
CO, 532nd Schl. Sqdn.	1	Administration Inspector	1
School Secretary's Office	1	Athletic & Recreation Office	1
Public Relations Office	1	Each Individual Concerned.	1
Trial Judge Advocate	1	"B" Stage	1
Chaplain	1	Parachute Department	1
Intelligence	1	Sales Office	1
Sub-Depot Commander	1	Post Exchange	1
Ordinance	1	Officers Club	1
Weather	1	Fire Station	1
"A" Stage	1	Post Office	1

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AIR CORPS BASIC FLYING SCHOOL
Office of the Commanding Officer
Lemoore, California

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CO, 87th A.B. Gp. (Sp.).....	1	Director of Flying Training.....	1
CO, Hq. & Hq. Sq., 87th A.B. Gp.....	1	Director of Ground School.....	1
CO, 88th A.B. Gp.....	1	Provost Marshal.....	1
CO, 302nd Materiel Sqdn.....	1	Technical Inspector.....	1
CO, 527th Schl. Sqdn.....	1	Personnel Office.....	2
CO, 528th Schl. Sqdn.....	1	Signal Office.....	1
CO, 529th Schl. Sqdn.....	1	Post Surgeon.....	1
CO, 530th Schl. Sqdn.....	1	Cadet Detachment.....	1
CO, 531st Schl. Sqdn.....	1	Finance Office.....	1
CO, 532nd Schl. Sqdn.....	1	Administration Inspector.....	1
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Public Relations Office.....	1	Each Individual Concerned.....	1

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1 Jan & 20 June 1974

By 1441/96 AC, DWH/ER

HEADQUARTERS
AIR CORPS BASIC FLYING SCHOOL
Office of the Commanding Officer
ARMY AIR BASE
Lemoore, California

February 27, 1942

SPECIAL ORDERS)

NUMBER 49)

- E X T R A C T -

1. Pursuant to instructions of the CO ACBFS AAB Lemoore Calif 2nd Lt WINCELL R CHADY 0376706 AC, S/Sgt KENNETH V LUTES 6578514 302nd Materiel Sq 87th AB Gp (Sp) and Mr James B Burke, Civilian Employee (Purchasing and Contracting Clerk Sub-Depot) will proceed by Govt motor T to Los Angeles Calif on or about 2 Mar 42 for purpose of purchasing and transporting AC supplies made by local purchase to Lemoore Sub-depot Lemoore Calif.

QM will furn nec motor T.

Trav directed nec in mil serv and chargeable QM 1709 P 32-02 P 35-12 A 0525-2.

2. Following EM having rptd at this sta this date in compliance with Par 32 SO#47 Hq ACTS Chanute Fld Ill 19 Feb 42 are asgd to orgns as indicated:

HQ & HQ SQ 87th AB GP (SP)

Pvt HAROLD G WISCHNACK	17025943	Pvt EARL L CORDRAY JR	15071103
Pvt ROBERT C GUMP	13042582	Pvt DOYLE W BEENE	20807600
Pvt JOSEPH A BATES	18053347		

302nd MATERIEL SQ 87th AB GP (SP)

Pvt JOHN H DRUMMER	13028431	Pvt THOMAS J DUSCHENE	16023034
Pvt EDWARD EVANS	13042220	Pvt PAT HARTLINE JR	13035263
Pvt FLOYD D HENLEY	39381487	Pvt MANUEL C MARTINEZ	18035174
Pvt CLARENCE J TURPEN	16018827	Pvt ALEXANDER R SMITH JR	33121139
Pvt WILLIE WILLIAMS	19004582		

3. Following EM having rptd at this sta this date in compliance with Par 33 SO#47 Hq ACTS Chanute Fld Ill 19 Feb 42 are asgd to 302nd Materiel Sq, 87th AB Gp (Sp):

Pvt CECIL B HARRIS	36049219	Pvt LOREN E HOBSON	36303479
Pvt FREDERICK B HARRIS	37099833	Pvt HARLEY W CUMBIE	18035113
Pvt LOREN L JAEGER	36041692	Pvt FRANK W HARDWICK	33044027
Pvt HERMAN D PADGETT	14063294	Pvt RVIVLE W PURDOM	37068720

- 1 -
R E S T R I C T E D

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S.O.No.49 Hq ACSFS AAB Lemoore Calif 27 Feb 42 (Cont'd)

4. Pvt GUST P KOTSIAS 36306938 having rptd at this sta this date in compliance with Par 33 SO#61 Hq ACTS Chanute Fld Ill 23 Feb 42 is asgd to Hq & Hq Sq, 87th AB Gp (Sp).

By order of Lieut. Colonel WISEHART:

D. W. Painter
D. W. PAINTER,
1st Lt., Air Corps,
Adjutant.

OFFICIAL:

D. W. Painter
D. W. PAINTER,
1st Lt., Air Corps,
Adjutant.

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8 Jan. & 20 June 1974

LC. Date

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HEADQUARTERS
AIR CORPS BASIC FLYING SCHOOL
Office of the Commanding Officer
ARMY AIR BASE
Lemoore, California

February 27, 1942

SPECIAL ORDERS)

NUMBER 49)

- E X T R A C T -

5. Under provisions of Par 17 b AR 850-15 and AR 35-7220 1st Lt VIRGIL R MORSS O242731 QMC is detailed to investigate and report upon accident involving Govt motor vehicle $\frac{1}{2}$ -ton 4x2 Chevrolet Pick-up Serv #W-243229 driven by Pvt CHARLES CUTRARY 33100671 836th QM Co (Trk) and damage to property owned by Joe C Silva RFD #1 Box 8 Lemoore Calif and Southern Pacific Railway Co, occurring between Lemoore Calif and ACBFS AAB Lemoore Calif on highway #41 $\frac{1}{4}$ mi North of the junction of Highways 198 and 41 at approximately 10:30 AM 26 Feb 42.

Report will be rendered to this Headquarters in triplicate with 8 copies of testimony of witnesses.

By order of Lieut. Colonel WISEHART:

D. W. Painter
D. W. PAINTER,
1st Lt., Air Corps,
Adjutant.

OFFICIAL:

D. W. Painter
D. W. PAINTER,
1st Lt., Air Corps,
Adjutant.

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O.C.A.S

HEADQUARTERS
AIR CORPS BASIC FLYING SCHOOL
Office of the Commanding Officer
Lemoore, California

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DOO 103

8 Jan & 20 June 1924

By AGC/AGC LC Date 12-14-76

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NUMBER 49)

FEB 27 1942

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CO, Replenmt Ctr. Santa Ana, Calif		Quartermaster Detachment	1
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CO, Hq. & Hq. Sq., 87th A.B. Gp. 1		Director of Ground School.	1
CO, 88th A.B. Gp.	1	Provost Marshal	1
CO, 302nd Materiel Sqdn	1	Technical Inspector.	1
CO, 527th Schl. Sqdn.	1	Personnel Office	18
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Sub-Depot Commander	1	Post Exchange	1
Ordinance	1	Officers Club	1
Weather	1	Fire Station	1
"A" Stage	1	Post Office	1

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AIR CORPS BASIC FLYING SCHOOL
Office of the Commanding Officer
Lemoore, California

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CO, 529th Schl. Sqdn.....	1	Post Surgeon.....	1
CO, 530th Schl. Sqdn.....	1	Cadet Detachment.....	1
CO, 531st Schl. Sqdn.....	1	Finance Office.....	1
CO, 532nd Schl. Sqdn.....	1	Administration Inspector.....	1
School Secretary's Office.....	1	Athletic & Recreation Office.....	1
Public-Relations Office.....	1	Each Individual Concerned.....	1

RECLASSIFIED

~~RESTRICTED~~
RESTRICTED

HEADQUARTERS
AIR CORPS BASIC FLYING SCHOOL
Office of the Commanding Officer
ARMY AIR BASE
Lemoore, California

DECLASSIFIED
EQU 875
8 Jan 4 20 June 1974
By AIR/CE AC Doc 10-101-74

February 27, 1942

SPECIAL ORDERS)

NUMBER 49)

- E X T R A C T -

1. Pursuant to instructions of the CO ACBFS AAB Lemoore Calif 2nd Lt WINGELL R CHADY O376706 AC, S/Sgt KENNETH V LUTES 6578514 302nd Materiel Sq 87th AB Gp (Sp) and Mr James B Burke, Civilian Employee (Purchasing and Contracting Clerk Sub-Depot) will proceed by Govt motor T to Los Angeles Calif on or about 2 Mar 42 for purpose of purchasing and transporting AC supplies made by local purchase to Lemoore Sub-depot Lemoore Calif.

QM will furn nec motor T.

Trav directed nec in mil serv and chargeable QM 1709 P 32-02 P 35-12

A 0525-2.

2. Following EM having rptd at this sta this date in compliance with Par 32 SO#47 Hq ACTS Chanute Fld Ill 19 Feb 42 are asgd to orgns as indicated:

HQ & HQ SQ 87th AB GP (SP)

Pvt HAROLD G WISCHNACK	17025943	Pvt EARL L CORDRAY JR	15071103
Pvt ROBERT C GUMP	13042582	Pvt DOYLE W BEENE	20807600
Pvt JOSEPH A BATES	18053347		

302nd MATERIEL SQ 87th AB GP (SP)

Pvt JOHN H DRUMMER	13028431	Pvt THOMAS J DUSCHENE	16023084
Pvt EDWARD EVANS	13042220	Pvt PAT HARTLINE JR	13035263
Pvt FLOYD D HENLEY	39381487	Pvt MANUEL C MARTINEZ	18035174
Pvt CLARENCE J TURPEN	16018827	Pvt ALEXANDER R SMITH JR	33121139
Pvt WILLIE WILLIAMS	19004582		

3. Following EM having rptd at this sta this date in compliance with Par 33 SO#47 Hq ACTS Chanute Fld Ill 19 Feb 42 are asgd to 302nd Materiel Sq, 87th AB Gp (Sp):

Pvt CECIL B HARRIS	36049219	Pvt LOREN E HOBSON	36303479
Pvt FREDERICK B HARRIS	37099833	Pvt HARLEY W CUMBIE	18035113
Pvt LOREN L JAEGER	36041692	Pvt FRANK W HARDWICK	33044027
Pvt HERMAN D PADGETT	14063294	Pvt RVIVLE W PURDOM	37068720

- 1 -
RESTRICTED

~~RESTRICTED~~

DECLASSIFIED

DDO hrs

8 Jan & 20 June 1974

By _____
LC: Date _____

S.O.No.49 Hq ACBFS AAB Lemoore Calif 27 Feb 42 (Cont'd)

4. Pvt GUST P KOTSLA 36306938 having rptd at this sta this date in compliance with Par 33 80#51 Hq ACTS Chanute Fld Ill 23 Feb 42 is asgd to Hq & Hq Sq, 87th AB Gp (Sp).

By order of Lieut. Colonel WISEHART:

D. W. Painter
D. W. PAINTER,
1st Lt., Air Corps,
Adjutant.

OFFICIAL:

D. W. Painter
D. W. PAINTER,
1st Lt., Air Corps,
Adjutant.

DISTRIBUTION "A"

~~RESTRICTED~~

- 2 -

~~RESTRICTED~~

DECLASSIFIED

DDO Hqs

8 Jan. & 20 June 1974

By AC. Date

~~RESTRICTED~~

HEADQUARTERS
AIR CORPS BASIC FLYING SCHOOL
Office of the Commanding Officer
ARMY AIR BASE
Lemoore, California

February 27, 1942

SPECIAL ORDERS)

NUMBER 49)

- E X T R A C T -

5. Under provisions of Par 17 b AR 850-15 and AR 35-7220 1st Lt VIRGIL R MORSS O242731 QMC is detailed to investigate and report upon accident involving Govt motor vehicle $\frac{1}{2}$ -ton 4x2 Chevrolet Pick-up Serv #W-243229 driven by Pvt CHARLES CUTRARY 33100671 836th QM Co (Trk) and damage to property owned by Joe C Silva RFD #1 Box 8 Lemoore Calif and Southern Pacific Railway Co, occurring between Lemoore Calif and ACBFS AAB Lemoore Calif on highway #41 $\frac{1}{4}$ mi North of the junction of Highways 198 and 41 at approximately 10:30 AM 26 Feb 42.

Report will be rendered to this Headquarters in triplicate with 8 copies of testimony of witnesses.

By order of Lieut. Colonel WISEHART:

D. W. Painter
D. W. PAINTER,
1st Lt., Air Corps,
Adjutant.

OFFICIAL:

D. W. Painter
D. W. PAINTER,
1st Lt., Air Corps,
Adjutant.

DISTRIBUTION "A"
1-Lt Morss

DECLASSIFIED

SECRET

DECLASSIFIED

DDO ltr.

8 Jan. & 20 June 1974

By ALM/RC LC Date 10-14-74

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

~~SECRET~~
By Authority of
the Chief of the Air Corps
Date Feb 21 1942 Initials ase

February 21, 1942

SUBJECT: Improper Preparation of P-39 Airplanes for Shipment.

TO: The Chief of the Army Air Forces.

1. The P-39 airplanes referred to in the inclosed radiogram were crated and shipped directly from the production line at the factory. Up to this time the Air Service Command has had no representation at the airplane factories, the inspection of shipments being a function of Production Engineering of the Materiel Division. Under this condition the action copy of the basic radiogram was rerouted to the Chief of the Materiel Division for his information and requesting the necessary steps be taken to assure the arrival of future shipments in a serviceable condition.

2. The necessary action has been initiated to have representatives of the Air Service Command assigned to each aircraft factory under the jurisdiction of the factory representative of the Materiel Division, the primary duty of such Air Service Command personnel being to insure that all overseas shipments leaving the factory are in the proper condition and that such shipments are complete.

Henry J. F. Miller

HENRY J. F. MILLER
Brigadier General, U. S. A.
Chief, Air Service Command

1 Incl:
#1-AG 452.1 (2-11-42) MSC

Hq. Army Air Forces

FEB 23 1942
*AG RECEIVED

*Noted by Gen. [unclear]
Full [unclear]
(2/27/42)*

452.1 Hq. AAF (63)

DECLASSIFIED

SECRET

air 452.1 Hq. AAF (63)

SECRET

DECLASSIFIED

DDO lrs

8 Jan 8 20 June 1974

By 21-117 RG 1.5 Date 10 19 74

February 21, 1942

SECRET	
By Authority of The Chief of the Air Corps	
FEB 21 1942	<i>D.S.D.</i>
Date	Initials

Improper Preparation of P-50 Airplanes for Shipment.

The Chief of the Army Air Forces.

1. The P-50 airplanes referred to in the inclosed radiogram were erected and shipped directly from the production line at the factory. Up to this time the Air Service Command has had no representation at the airplane factories, the inspection of shipments being a function of Production Engineering of the Materiel Division. Under this condition the action copy of the basic radiogram was rerouted to the Chief of the Materiel Division for his information and requesting the necessary steps be taken to assure the arrival of future shipments in a serviceable condition.

2. The necessary action has been initiated to have representatives of the Air Service Command assigned to each aircraft factory under the jurisdiction of the factory representative of the Materiel Division, the primary duty of such Air Service Command personnel being to insure that all overseas shipments leaving the factory are in the proper condition and that such shipments are complete.

1 Incl:
#1-AG 452.1 (2-11-42) MSO

HENRY J. F. MILLER
Brigadier General, U. S. A.
Chief, Air Service Command

SECRET

Air AG 452.1 Haver. (63)

SECRET

DECLASSIFIED

DOD HIS

8 Jan. & 20 June 1974

By ALN / 86 LC, Date 10-14-76

HE-

EXACT ACTION

AG 452.1 (2-11-42)FSC

February 11, 1942

From: Ft. Meffer

11:04 p.m.

To: Adjutant General

PARAPHRASE

No. 2204, February 11th.

For your information the following from Colonel Selzer Handi -

"Shipments of airplanes P-39 are not properly prepared. Making airplanes unserviceable and requiring replacement of rear section, was caused by radio sets coming loose from mountings, one set having damaged rear fuselage. Foregoing condition found on three out of first five airplanes uncrated. Also wing came loose in one crate. That radio sets come carefully packed and crated is recommended."

That aircraft be carefully packed and crated is requested on future shipments.

Emmons

EXACT ACTION COPY TO: Chief Army Air Forces Copy No. 1
EXACT INFORMATION COPIES TO: Secretary General Staff, Copy No. 2
A.C. of S., G-3, Copy No. 3
A.C. of S., G-4, Copy No. 4

Received in Cable Section, AAF/AAG
3:05 a.m. 2-17-42

Paraphrased by Capt. Wilbourn:rd

Distribution:

Air Forces
Gen. Arnold ✓
Gen. Harmon
A-3
A-4

ACTION COPY TO ADM. SERVICE COMMAND (OCAC)

*What about this?
What are you taking 5 percent
recruiting?*

INFORMATION

SECRET

SECRET

Acc-2853

fact. #1

SECRET

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

In reply refer to:

3 February 1942

SUBJECT: Statistical Report No. 4.

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

The following report shows the status of equipment, combat crew personnel, ammunition, fuel, etc., as of 1800 February 2, 1942:

a. Aircraft Status:

	B-17	B-18	A-20	P-40	P-39	P-36	O-47
In Commission	29	11	6	92	10	17	4
1st Echelon	6	4	2	22	10	5	1
2nd Echelon	2	1	1	18	4	9	
3rd Echelon	4	1					2
Total	41	17	9	132	24	31	7

b. Combat Crew Status:

	Crew Assigned	On Mission	On Alert	Off Duty
B-17	58 (1 DS)	9 (1 DS)	20	29
A-20	10	0	6	4
B-18	9	4	3	2
PURSUIT:	Available	122	Unavailable	62
	Trained	84%		

NOTE: Twenty-nine (29) pursuit pilots under training - have completed all their training except firing which will be completed in ten days, giving an additional 29 pursuit pilots for combat.

c. Status of Bombs and Ammunition: No radical change.

NOTE: Semi-armor piercing bombs of 500⁺ and 1000⁺ types have been reported as en route but not yet received. Some boats are being unloaded at present and these bombs may be here. They are very definitely needed if there is to be action against naval surface craft. If these bombs are not located in this Convoy your office will be notified by radio.



DECLASSIFIED
DOD **SECRET**

8 Jan. & 20 June 1974
By: [Signature] LC; Date: 12/15/76

14720 FEB 13 42

CENTRAL MAIL SECTION A.F.

452.1 Hawaii (62)

RM# 950648

~~SECRET~~d. Status of Gasoline and Oil:

Total Aviation Gasoline in Hawaii 1,602,000 Gals.
 Total Oil in Hawaii 457,000 Qts.
 800 drums of oil en route.

e. Status of Stations Outside of Hawaii:(1) Status of Aviation Gasoline and Oil:

	<u>AV. GASOLINE</u>	<u>OIL</u>
CHRISTMAS	130,000 Gals. 200,000 Gals. awaiting shipment Hono.	10,000 Gals.
CANTON	130,000 Gals. there and unloading 350,000.	8400 Gals & 2000 tins.
FIJI (Ship going to Fiji just as soon as Engineers can get it.)	250,000 Gals.	Believed sufficient - being checked.
NEW CALEDONIA	180,000 Gals.	2200 Gals.
PALMYRA	203,000 Gals. (En route)	

(2) Status of Bombs and Ammunition:

	<u>300-lb.</u>	<u>500-lb.</u>	<u>Caliber .50</u>	<u>Caliber .30</u>
CHRISTMAS	200	100	2 Missions for 6 B-17's.	2 Missions same.
CANTON		100	2 Missions for 6 B-17's - on the way should be there now.	2 Missions same.
NEW CALEDONIA			No knowledge.	

NOTE: Department Headquarters requested that 400 each - 500-lb. bombs and 2 missions of caliber .50 and caliber .30 ammunition for one squadron of B-17's be sent to Christmas and Canton - it should be on its way now.

DECLASSIFIED
~~SECRET~~
 8 Jan. & 20 June 1974
 By: [Signature] LC; Date: 10/1/76

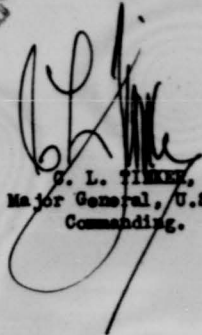
14720 FEB 13 42

CENTRAL MAIL ROOM

SECRET

(Statistical Report No. 4)

DECLASSIFIED


C. L. TINKER,
Major General, U.S.A.,
Commanding.

No record has been retained and the stenographic notes have been destroyed.

C. L. T.

14720 FEB 13 62

DECLASSIFIED
DOD ltr.

CENTRAL MAIL ROOM 445

SECRET
By: [unclear] Date: 10/14/76

100 4621 2/1/62

3/4

DECLASSIFIED

DDO 105

4 Jan 4 10 Jan 1974

By SP-7 R/S 10. Dec. 19 1974**SECRET****HEADQUARTERS HAWAIIAN AIR FORCE**

Office of the Air Force Commander

HICKAM FIELD, T. H.

In reply refer to:

5 February 1948

SUBJECT: Statistical Report No. 4.

TO : Chief of the Air Force, Washington, D. C.

The following report shows the status of equipment, combat crew personnel, ammunition, fuel, etc., as of 1800 February 2, 1948:

a. Aircraft Status:

	B-17	B-18	A-20	P-40	P-39	P-38	O-47
In Commission	29	11	6	92	10	17	4
1st Echelon	6	4	2	22	10	5	1
2nd Echelon	2	1	1	18	4	9	
3rd Echelon	4	1					2
Total	41	17	9	132	24	31	7

b. Combat Crew Status:

	Crew Assigned	On Mission	On Alert	Off Duty
B-17	58 (1 DS)	9 (1 DS)	20	29
A-20	10	0	6	4
B-18	9	4	5	2
PURSUIT:	Available	122	Unavailable	62
	Trained	84%		

NOTE: Twenty-nine (29) pursuit pilots under training - have completed all their training except firing which will be completed in ten days, giving an additional 29 pursuit pilots for combat.

c. Status of Bombs and Ammunition: No radical change.

NOTE: Semi-armour piercing bombs of 500^{lb} and 1000^{lb} types have been reported as en route but not yet received. Some boats are being unloaded at present and these bombs may be here. They are very definitely needed if there is to be action against naval surface craft. If these bombs are not located in this Convoy four office will be notified by radio.

**SECRET**

14790 FEB 13 1948

d. Status of Gasoline and Oil

Total Aviation Gasoline in Hawaii	7,808,000 Gals.
Total Oil in Hawaii	457,000 Qts.
800 drums of oil en route.	

e. Status of Stations Outside of Hawaii:

(1) Status of Aviation Gasoline and Oil:

	<u>AV. GASOLINE</u>	<u>OIL</u>
CHRISTMAS	180,000 Gals. 200,000 Gals. awaiting shipment Home.	10,000 Gals.
CANTON	180,000 Gals. there and unloading 380,000.	8400 Gals & 2000 tins.
FIJI (Ship going to Fiji just as soon as Engineers can get it.)	250,000 Gals.	Believed sufficient - being checked.
NEW CALEDONIA	180,000 Gals.	2200 Gals.
PALMYRA	208,000 Gals. (En route)	

(2) Status of Bombs and Ammunition:

	<u>300-lb.</u>	<u>500-lb.</u>	<u>Caliber .50</u>	<u>Caliber .30</u>
CHRISTMAS	200	100	2 Missions for 6 B-17's.	2 Missions same.
CANTON		100	2 Missions for 6 B-17's - on the way should be there now.	2 Missions same.
NEW CALEDONIA	No knowledge.			

NOTE: Department Headquarters requested that 400 each - 300-lb. bombs and 2 missions of caliber .50 and caliber .30 ammunition for one squadron of B-17's be sent to Christmas and Canton - it should be on its way now.

14770 FEB 13 1976

CENTRAL MAIL ROOM V.A.E.

(Statistical Report No. 4)

~~SECRET~~
DECLASSIFIED

DECLASSIFIED
DDI 415
8 Jan. 4 1979
By ALN/RC/LD DAW/10/14/79

C. L. TINKER,
Major General, U.S.A.,
Commanding.

No record has been retained and the stenographic notes have been destroyed.

C. L. T.

REC
DECLASSIFIED

- 2 -

14720 FEB 18 1979
CENTRAL MAIL SECTION A.F.

Doc ID 452.1 Hawaii (62)

SECRET**HEADQUARTERS HAWAIIAN AIR FORCE**

Office of the Air Force Commander

HICKAM FIELD, T. H.

In reply refer to:

3 February 1942

SUBJECT: Statistical Report No. 4.**TO :** Chief of the Air Forces, Washington, D. C.

The following report shows the status of equipment, combat crew personnel, ammunition, fuel, etc., as of 1800 February 2, 1942:

a. Aircraft Status:

	<u>B-17</u>	<u>B-18</u>	<u>A-20</u>	<u>P-40</u>	<u>P-59</u>	<u>P-36</u>	<u>O-47</u>
In Commission	29	11	6	92	10	17	4
1st Echelon	6	4	2	22	10	6	1
2nd Echelon	2	1	1	18	4	9	
3rd Echelon	4	1					2
Total	41	17	9	132	24	31	7

b. Combat Crew Status:

	<u>Crew Assigned</u>	<u>On Mission</u>	<u>On Alert</u>	<u>Off Duty</u>
B-17	68 (1 DS)	9 (1 DS)	20	29
A-20	10	0	6	4
B-18	9	4	3	2
PURSUIT:	Available	122	Unavailable	62
	Trained	84%		

NOTE: Twenty-nine (29) pursuit pilots under training - have completed all their training except firing which will be completed in ten days, giving an additional 29 pursuit pilots for combat.

c. Status of Bombs and Ammunition: No radical change.

NOTE: Semi-armor piercing bombs of 500# and 1000# types have been reported as en route but not yet received. Some boats are being unloaded at present and these bombs may be here. They are very definitely needed if there is to be action against naval surface craft. If these bombs are not located in this Command your office will be notified by radio.

FOR DEFENSE



BUY
UNITED STATES
SAVINGS
BONDS

SECRET

CENTRAL MAIL SECTION AAF

~~SECRET~~

d. Status of Gasoline and Oil:

Total Aviation Gasoline in Hawaii 7,000,000 Gals.
Total Oil in Hawaii 457,000 Qts.
300 drums of oil en route.

e. Status of Stations Outside of Hawaii:

(1) Status of Aviation Gasoline and Oil:

	<u>AV. GASOLINE</u>	<u>OIL</u>
CHRISTMAS	150,000 Gals. 200,000 Gals. awaiting shipment Home.	10,000 Gals.
CANTON	150,000 Gals. there and unloading 150,000.	8400 Gals & 2000 tins.
FIJI (Ship going to Fiji just as soon as Engineers can get it.)	250,000 Gals.	Believed sufficient - being checked.
NEW CALEDONIA	180,000 Gals.	2200 Gals.
PALMYRA	200,000 Gals. (En route)	

(2) Status of Bombs and Ammunition:

	<u>500-lb.</u>	<u>500-lb.</u>	<u>Caliber .50</u>	<u>Caliber .30</u>
CHRISTMAS	200	100	2 Missions for 6 B-17's.	2 Missions same.
CANTON		100	2 Missions for 6 B-17's - on the way should be there now.	2 Missions same.
NEW CALEDONIA	No knowledge.			

NOTE: Department Headquarters requested that 400 each - 500-lb. bombs and 2 missions of caliber .50 and caliber .30 ammunition for one squadron of B-17's be sent to Christmas and Canton - it should be on its way now.

- 2 -
~~SECRET~~

14770 FEB 13 42

CENTRAL MAILS, GUANAA.F.

SECRET

DECLASSIFIED

(Statistical Report No. 4)

C. L. TINKER,
Major General, U.S.A.,
Commanding.

No record has been retained and the stenographic notes have been destroyed.

C. L. T.

SECRET
DECLASSIFIED

- 3 -

14770 FEB 13 1962

CENTRAL MAIL ROOM GAE

air 15 # 521 1/2 62

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

CONFIDENTIAL

02/5/4
DECLASSIFIED

DDO 105

8 Jan. & 10 June 1974

AND: RASC. Date 10/14/76

WAR DEPARTMENT

**OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON**

February 4, 1942.

SUBJECT: Permission for Ferry Flight of Hawaiian Airlines, Ltd. DC-3.

TO : Chief, Army Air Forces.

The Air Corps Ferrying Command has no reason to refuse the request made in Paragraph 3 of the attached letter.

For the Chief of the Air Corps:

Robert M. Love
1st Lt. A.C. -53
for **ROBERT OLDS**
Brig. Gen., Air Corps
Assistant for Ferrying Services.

452.1 Hawaii (61)

1st Ind.

War Department, Office, Chief of the Air Corps, Washington, D. C.,
February 6, 1942. To: Chief, Army Air Forces.

15
W. F. P.

Incl.
n/c

Hq. Army
FEB 6 1942
AAG Received

copy -
Action taken on this by
Mr. Jones 28 to Douglas a/c
July 14-3 JAF



CONFIDENTIAL

452.1 Hawaii (61)

Memo from

Frank N. Fleming

1/23/42

Major Moseley:

In accordance with conversation with Miss Buehne, enclosed is a copy of letter of Jan. 17 from the Plant seeking permission for the ferry flight of the HAL DC-3.

After you have had a chance to go over the matter, we would appreciate your advice. It is quite important that this permission be granted as soon as possible so that necessary arrangements may be made.

Many thanks.

E. B. Browne

1115 Shoreham Bldg.
NAional 2464

DECLASSIFIED

800 92

8 Dec 8 20 June 1974

By: [redacted] Date: [redacted]

~~CONFIDENTIAL~~

Douglas Aircraft Company, Inc.

Santa Monica, California

Cable Address "Douglonair"

In reply refer to File

January 17, 1942

684-1868-47 MRM

COPY

Subject: Ferry Flight of Hawaiian Airlines, Ltd.
DC-3 - Permission for

To: United States Army
War Department
Washington, D. C.

Through: Air Corps Resident Representative
Douglas Aircraft Company, Inc.
Santa Monica, California

1. The Douglas Aircraft Company, Inc. desires to deliver to Hawaiian Airlines, Ltd., Honolulu, Hawaii by means of flight from Oakland Municipal Airport, Oakland, California one Douglas DC-3 aircraft, certificated NC 33608, serial #4808.

2. This aircraft is the property of Hawaiian Airlines, Ltd. and was returned to the Douglas Aircraft Company for repairs after serious damage by collision with the ground. The operations of Hawaiian Airlines, Ltd. are now under the direct control of the District Engineer, U. S. Army. Due to an extremely heavy operating load and the difficulties attendant upon shipping and in further view of the necessity for additional equipment, they have requested the Douglas Aircraft Company to act as their agents in flying the aforementioned aircraft to Hawaii.

3. Permission is requested to conduct a ferry flight of the nature herein outlined from Oakland, California to Honolulu, Hawaii over waters patrolled by the U. S. Navy and land patrolled by the U. S. Army. A coincidental request is this date being addressed to the U. S. Navy, War Department. It is proposed to accomplish this flight between February 15 and February 25, 1942, the exact date to be made known at least five days prior to the actual departure.

4. Attached is a copy of the approval of the Commanding General of the Hawaiian Department for the aforementioned flight.

5. Due to difficulties and delay attendant upon communications between the Territory of Hawaii and the United States, an early reply concerning the foregoing matter will be greatly appreciated.

DOUGLAS AIRCRAFT COMPANY, INC.

Donald S. Sprague
Service Department

373.1

MRM:ad
Encl. 1
cc Western District Supervisor
Washington Office

~~DECLASSIFIED~~

First Around The World

on 01/15/1942

1st In

(C-2)

HEADQUARTERS HAWAIIAN AIR FORCE, Hickam field, T. H., 30 December 1941
TO: Mr. Stanley C. Kennedy; President, Hawaiian Airlines, Limited,
Honolulu, Hawaii, U.S.A.

Your request has been approved by the Commanding General, Hawaiian
Department, with the understanding that further application for permission
to conduct this flight will be made to the War Department.

(signed) C. L. TINKER,
Brigadier General, U.S. Army
Commanding.

DECLASSIFIED

Copy

SECRET

DECLASSIFIED

DD Form

1 Jan. & 10 June 1974

By AFM/RG/LC/Date 10/1/74

RECEIVED

Providing B-17's with extra fuel capacity.

AAF/AS
MFH/cmc

1. AAF C/AS AAF Statistics Section
Att: Col. Doelittle 1942 2-5

It is desired that you expedite project in regard to providing B-17's with extra fuel capacity to enable them to make the Hamilton Field-Hawaiian flight as rapidly as possible. Coordinate with General Bohels and General Miller.

M.F.H.
C/AS

4572.1 How (60)

FEB 9 1942
AAG

HEADQUARTERS			ARMY AIR FORCES				COORDINATION			
Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	St a t. st. i. s.

SECRET

AAF 39
AG 1406
in 4572.1 How

(60)

SECRET

DECLASSIFIED

DD FORM 1

8 Jan. 60 (Rev. 1954)

By 112/96 AC Date 10-11-76

February 12, 1942

Airplane Situation, Hawaiian Area.

X Sec. 4/3

X Draft of reply attached.

452.1 Hour

AAF/3-3
EV:mb

59

Hq. Army Air Forces
FEB 17 1942
RAG RECEIVED

For the Chief of the Air Staff:

H. S. WASHINGTON,
Colonel, Air Corps,
Assistant Chief of the Air Staff, A-3

2 Incls.

1 - Draft of ltr to Com in Ch, U.S. Fleet.

2 - Ltr by Com in Ch, U.S. Fleet, 2-3-42,

to C/S, U.S. Army, w/1 Incl.

REFERENCE FOR THE RECORD: Draft of letter to Commander in Chief, U. S. Fleet prepared in response to dispatch from Secretary, General Staff, February 3, 1942.

HEADQUARTERS				ARMY AIR FORCES				COORDINATION			
Chief of Staff	Sec'y of Staff	AAG	A 1	A 2	A 3	A 4	A 5	A 6	A 7	Budget	S. A. STAFF

SECRET

AAF 19

air 452.1 Hawaii 59

2/16/42

AAF/ANFP
HLG-303

SUBJECT: Airplane Situation, Hawaiian Area.

TO: The Commander in Chief, United States Fleet.

1. Reference is made to your letter of February 2, 1942 on the above subject.

2. The present strength of heavy bombers in Hawaii is below that ultimately desired by the War Department. This ultimate strength cannot be reached for the present due to the many other urgent requirements for Army aircraft. These requirements are well-known to you. The vital importance of Hawaii points to the necessity for reconsideration of present allocations and production facilities to make available the ultimate force deemed essential.

3. Your letter indicates that the present allocation of long-range Naval patrol aircraft to Hawaii is insufficient to permit the Navy to provide a secure system of off-shore scouting and patrolling.

4. The Army Air Forces have been and are being called upon by you to conduct off-shore patrol operations in Hawaii and in other coastal frontiers as well, in lieu of Naval forces, to meet your deficiency in Naval patrol aircraft. Such operations, conducted in lieu of Naval forces, are definite Army responsibilities. Off-shore patrol operations are closely allied with seaward tactical reconnaissance performed by the Army Air Forces as is essential to their combat efficiency.

5. It may be pointed out that the Army's responsibility for the direct defense of a coastal frontier should be again noted in connection with the fact that Naval strategy may demand the presence of the Fleet, with supporting aircraft, elsewhere than in a particular coastal frontier. The Army's defense force should be adequate to insure freedom of action of the Fleet.

HEADQUARTERS ARMY AIR FORCES - COORDINATION										
Chief Staff	Deputy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A.Insp.	Budget	Statistics

6. The matters stated in the preceding paragraph have been well recognized. It would, therefore, appear most logical to place the operational control of such Navy long-range patrol aircraft currently operating in conjunction with defense of shore installations under the Army coastal frontier commanders who are responsible for the direct defense of the coast and the protection of shore establishments. Such action will introduce unity of command over all air forces in a coastal frontier; namely, Army bombardment, Army pursuit, and Naval patrol aircraft cooperating with the Army. In connection with such action, it is apparent that the requirements of the Army with regard to the number of Army bombers needed to fulfill its responsibilities adequately must be reviewed, as noted in paragraph 2 above.

7. For the above reasons, it is suggested that this entire matter be considered by the Joint Chiefs of Staff for the purpose of formulating a directive which will require consideration and recommendations on the following salient points:

- a. Establishment of unified air command under the Army of all air units operating in defense of a coastal frontier. This might well include carrier groups or patrol aircraft temporarily located in port or operating from shore establishments.
- b. Reallocation of production facilities based upon the Army's requirements for heavy bombardment aircraft essential to enable the Army to fulfill its well defined responsibilities.

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A. W.P.D.	A. Insp.	Adm. Serv.	Stenographic	Stenographic

SECRET

DECLASSIFIED

DD FORM 1
1 JAN 62

AAF/A-3
HSV:mcb

Written 2-11-42

DECLASSIFIED

SUBJECT: Airplane Situation, Hunkin Area.

TO: The Commander in Chief, United States Fleet.

1. Reference is made to your letter of February 2, 1942, on the above subject.

2. The present strength of heavy bombers in Hunkin is below that ultimately desired by the War Department. This ultimate strength cannot be reached for the present due to the many other urgent requirements for Army aircraft. These requirements are well known to you.

3. Your letter indicates that the present allocation of long-range Naval patrol aircraft to Hunkin is insufficient to permit the Navy to provide a secure system of off-shore scouting and patrolling.

4. During the emergency the Army Air Forces have been and are being called upon by you to meet this deficiency, not only in Hunkin but in other theaters as well. This deficiency of long-range Navy patrol aircraft will exist for some time with a consequent necessity for employing long-range Army aircraft to fulfill this mission. Therefore, it is suggested that the entire concept of employment of both the long-range patrol aircraft and Army heavy bombardment aircraft be reviewed with a view to placing all long-range Naval aircraft currently operating in connection with the defense of shore installations under the operational control of the agency which is responsible for the protection of such shore installations--the Army. It is further suggested that the proposed review also consider the additional requirements of the Army, particularly with regard to the increased number of Army bombers required to meet this new responsibility.

HEADQUARTERS				ARMY AIR FORCES				COORDINATION			
Chief of Staff	Secy of Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A. I. sp.	Budge.	S. A. R. T. S.	

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AAF-39

DECLASSIFIED

6. For the above reasons, it is suggested that this entire matter be considered by the Joint Chiefs of Staff for the purpose of formulating a directive which will require a consideration of the following salient points:

a. Unified air command under the Army of all air units operating in the defense of shore installations. This might well include carrier groups or patrol aircraft temporarily in port or operating from shore establishments.

b. Reallocation of production facilities based upon the Army's additional requirements for long-range bombardment aircraft, fulfilling the above additional responsibility.

HEADQUARTERS ARMY AIR FORCES					COORDINATION					
Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A at sp	Budge	S a r t s
					<i>Wm</i>		<i>AS</i>			

~~SECRET~~

DECLASSIFIED

EOO 128

8 Jan 4 80 June 1974

By: DAW/SG SC: DAW/SG

PARAPHRASE OF SECRET RADIOGRAM to C. G., Hawaiian Department.
February 4, 1942. A. F. No. 2/81

For Tinker from Arnold reured 1691. B-19 cannot be transferred to
Hawaii because of the many technical problems involved.

Adams

Prepared by Lt. Lumsden:tk

452.1 Hawaii (SP)

~~SECRET~~

an ab

452.1 Hawaii (SP)

Memo:

This cable has not been answered. Major Lewis' file indicates that it is being held pending further instructions from you.

Lt. Harper.

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

Date _____

TO:

Secretary:

Have cable sent
to effect B-19 cannot
be made available
because of many
technical problems
involved
H

~~ORIN J. BUSHEY,
Lt. Colonel, Air Corps,
Air Staff,
A-1 DIVISION.~~

AAF-58.

SECRET

WAR DEPARTMENT

HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

DECLASSIFIED

EX-100

By ALICE J. G. DAVIS 10/14/76

January 29, 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Use of the B-19 Airplane for Tactical Operations.

I. Discussion.

1. Reference is made to General Emmons' radiogram No. 1691, dated January 15, 1942, (Tab A) requesting assignment of the B-19 airplane to the Hawaiian Department for operations against Mandated Islands.
2. Approximately 5 years were spent in the construction of this airplane at a cost of several million dollars. It uses four newly developed R-3350 engines, designed for 2,250 horsepower each.
3. Only 11 of the above mentioned engines are now available, both to the Army and Navy. These engines have rear blower sections constructed of magnesium, and considerable difficulty has been experienced with this material cracking under service. It has been indicated that the rear blower sections should be constructed of aluminum, and that further tests be made on the engines before their development can be considered as satisfactorily completed.
4. The engines now installed on the B-19 are not in a serviceable condition, and since none of the other engines of this type are available, it would be necessary to overhaul and repair them before using the airplane. The Navy is using its engines on the flying boat Mars, and has accordingly rejected a request of the Army to borrow them. It has been estimated that it would take approximately 60 days to place the B-19 in flying condition.
5. In addition, the B-19 does not have leakproof tanks, and due to the vast amount of work which would be required, it is probably impracticable to install them.
6. The speed of the airplane is only 150 mph, which would make it very vulnerable to attack by enemy pursuit. There is no armor, and its guns are not considered adequate for protection.

DECLASSIFIED

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SECRET
~~RECLASSIFIED~~

7. Furthermore, there are few spare parts available for this airplane, and since it is the only one in existence it could not be kept in commission for an extended period if used outside the continental limits of the United States.

8. While the B-19 has bomb racks to carry 36,000 pounds of bombs, it is not considered suitable for gaining any definite advantages by itself. It appears that risking this airplane in combat would be unsound considering that it was built for experimental purposes, the time it took to build it, and the amount of money spent in its development. To lose this airplane now would be to lose all that was gained in experimentation, and would set back future development of large airplanes by several years.

II. Recommendations.

1. That the B-19 airplane not be placed in combat service or altered for other than experimental purposes for which it was designed, at least until all desired information has been obtained.

2. That the engines of the airplane be placed in a serviceable condition and that it be continued in service in the United States as a service test airplane.

1 Incl.
Radio frn Ft. Shafter
to CAAF 1/15/42

H. Vandenberg
HOYT S. VANDENBERG,
Lt. Colonel, Air Corps,
Chief, A-3 Division.

JAN 31 1942

Received

*Approved only insofar
as present proposed use
in Hawaii is concerned.
[Signature]*

~~SECRET~~
SECRET

Air 06 452-1 How. 58

*Hand
led also
intermediate*

SECRET
RESTRICTED

PG MEJ
Filed 721/14

RADIOGRAM

AD-4

From: Fort Shafter

January 15, 1943

To: Chief of Army Air Forces

4:51 AM

1691 Jan 14th

Signed Tinker. If it meets specifications for range and bomb load B-19 airplanes can be effectively used in operations against Mandated Islands. Its assignment for this Department is requested if this ship is not already committed.

Remons

Received in Cable Section:
1/15/42 8:20 AM

PARAPHRASE

Paraphrased by Lt. DeAgro: jln

Air Forces
Gen. Arnold
Gen. Spats
A-4
AMFD

Distribution:
Action Copy to 2/3

- ① Has no Coal proof Tanker.
- ② Has no spare parts.
- ③ Has R 3350 engines are trying to obtain from Navy.
- ④ Mtl. Rev. states unsuitable for combat service but could be assigned to emergency transport service.

install engines without we have no spares.

Cannot be ready within less than a month because of lack of engines.

INFORMATION

After engines are obtained 2 weeks time needed B19 has bomb racks for

36000* 16000 Internal
20000 External

It takes 2-3 SEACAMM

550 cal guns

Expect the airplane to be flown to West Field, New York, Air Corps

SECRET

~~SECRET~~

DECLASSIFIED
DOO 112
9 Jan 8 2010
By: DA 10 000 10 114-76

January 29, 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Use of the B-19 Airplane for Tactical Operations.

I. Discussion.

1. Reference is made to General Emmons' radiogram No. 1691, dated January 15, 1942, (Tab A) requesting assignment of the B-19 airplane to the Hawaiian Department for operations against Mandated Islands.

2. Approximately 5 years were spent in the construction of this airplane at a cost of several million dollars. It uses four newly developed R-3350 engines, designed for 2,250 horsepower each.

3. Only 11 of the above mentioned engines are now available, both to the Army and Navy. These engines have rear blower sections constructed of magnesium, and considerable difficulty has been experienced with this material cracking under service. It has been indicated that the rear blower sections should be constructed of aluminum, and that further tests be made on the engines before their development can be considered as satisfactorily completed.

4. The engines now installed on the B-19 are not in a serviceable condition, and since none of the other engines of this type are available, it would be necessary to overhaul and repair them before using the airplane. The Navy is using its engines on the flying boat Mars, and has accordingly rejected a request of the Army to borrow them. It has been estimated that it would take approximately 60 days to place the B-19 in flying condition.

5. In addition, the B-19 does not have leakproof tanks, and due to the vast amount of work which would be required, it is probably impracticable to install them.

6. The speed of the airplane is only 150 mph, which would make it very vulnerable to attack by enemy pursuit. There is no armor, and its guns are not considered adequate for protection.

~~SECRET~~

~~SECRET~~

7. Furthermore, there are few spare parts available for this airplane, and since it is the only one in existence it could not be kept in commission for an extended period if used outside the continental limits of the United States.

8. While the B-19 has bomb racks to carry 36,000 pounds of bombs, it is not considered suitable for gaining any definite advantages by itself. It appears that risking this airplane in combat would be unsound considering that it was built for experimental purposes, the time it took to build it, and the amount of money spent in its development. To lose this airplane now would be to lose all that was gained in experimentation, and would set back future development of large airplanes by several years.

II. Recommendations.

1. That the B-19 airplane not be placed in combat service or altered for other than experimental purposes for which it was designed, at least until all desired information has been obtained.

2. That the engines of the airplane be placed in a serviceable condition and that it be continued in service in the United States as a service test airplane.

1 Incl.
Radio from Ft. Shafter
to CAAF 1/15/42

HOYT S. VANDENBERG,
Lt. Colonel, Air Corps,
Chief, A-3 Division.

JAN 31 1942

UNCLASSIFIED

Ans AS452-1942 (58)

SECRET
RELEASABLE

DECLASSIFIED

DDO 100
8 Jan & 20 Jan 1991

By: ALB 100-200-100-100

AAF/A-3
TAL-ds

January 29, 1942

MEMORANDUM FOR THE CHIEF OF THE AIR STAFF:

Subject: Use of the B-19 Airplane for Tactical Operations.

I. Discussion.

1. Reference is made to General Emmons' radiogram No. 1691, dated January 15, 1942, (Tab A) requesting assignment of the B-19 airplane to the Hawaiian Department for operations against Mandated Islands.

2. Approximately 5 years were spent in the construction of this airplane at a cost of several million dollars. It uses four newly developed R-3350 engines, designed for 2,250 horsepower each.

3. Only 11 of the above mentioned engines are now available, both to the Army and Navy. These engines have rear blower sections constructed of magnesium, and considerable difficulty has been experienced with this material cracking under service. It has been indicated that the rear blower sections should be constructed of aluminum, and that further tests be made on the engines before their development can be considered as satisfactorily completed.

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5. In addition, the B-19 does not have leakproof tanks, and due to the vast amount of work which would be required, it is probably impracticable to install them.

482
1942
56

HEADQUARTERS		ARMY AIR FORCES		COORDINATION		which would	
Chief of Staff	Secy of Staff	Asst. Secy of Staff	Asst. Secy of Staff	Asst. Secy of Staff	Asst. Secy of Staff	Asst. Secy of Staff	Asst. Secy of Staff

SECRET

7. Furthermore, there are few spare parts available for this airplane, and since it is the only one in existence it could not be kept in commission for an extended period if used outside the continental limits of the United States.

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2. That the engines of the airplane be placed in a serviceable condition and that it be continued in service in the United States as a service test airplane.

1 Incl.

Radio from Ft. Shafter
to CAAF 1/15/42

HOYT S. VANDENBERG,
Lt. Colonel, Air Corps,
Chief, A-3 Division.

HEADQUARTERS		ARMY AIR FORCES					COORDINATION			
Chief of Staff	Sec'y Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A-WPD	A-Insp.	Budget	Statistics
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					<i>W</i>					

AAF-39

See AAF 521 (Haw) (58)

SECRET

DECLASSIFIED
DDO ltr

8 Jan 4 20 June 1974

By Atch/ G Co LC Date 10-14-74

AO-4

P8 WTJ
Filed 721/14

RADIOGRAM

DECLASSIFIED

January 15, 1942

From: Fort Shafter

4:51 AM

To: Chief of Army Air Forces

1691 Jan 14th

Signed Tinker. If it meets specifications for range and bomb load B-19 airplane can be effectively used in operations against Mandated Islands. Its assignment for this Department is requested if this ship is not already committed.

Emmons

Received in Cable Section
1/15/42 8:20 AM

Paraphrased by Lt. DeAgro:jln

Air Forces
Gen. Arnold
Gen. Spaatz
A-4
AWPD

Distribution:
Action Copy to A-3

PARAPHRASE

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
- Director of Communications
- Inspector, Army Air Forces
- Military Director of Civil Aviation
- Adjutant General, Army Air Forces
- A.F. Files

Col. Dick.

*Gen. Hannon would
like to have Gen. Arnold*

sign this.

[Signature]

AAF-570

SECRET

AAF/A-3
GMC-

DECLASSIFIED

REF ID: A66544

8 Jan 5 10:00 AM '42

By: 214/58-100-100-1-1-74

rewritten 2-3-42

FEB 4 1942

SUBJECT: Assignment of long-range reconnaissance aircraft to the mid-Pacific Area.

**TO: Commander-in-Chief,
United States Fleet,
Navy Department.**

1. The 2 B-17's referred to in your memorandum dated January 21, 1942, apparently are the 2 B-17B airplanes being prepared for special long-range photographic project in the Atlantic. These airplanes have been stripped of practically everything not actually required for flight in order to obtain the range required for the mission contemplated. They are not particularly suited for regular reconnaissance due to alterations and their extreme vulnerability to air attack.

2. The Material Division at Wright Field is now working on increasing the range of all our bombardment airplanes. The range to be obtained in the B-17 and other types cannot as yet be definitely determined.

Maj. H. H. Arnold

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

ds

Dispatched
FEB 4 1942
AAG

452.1 *Hamm* (56)

SECRET

HEADQUARTERS—ARMY AIR FORCES—COORDINATION

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

AAF-39
Am 21 4:00 PM Hamm (56)

SECRET

DECLASSIFIED

DD FORM

1 Jan 43 and 30 June 1974

By ALM/BC LC Date 10-14-74

AAF/A-3
GMC-ds

written 2/2/42

SUBJECT: Assignment of long range reconnaissance air-
craft to the mid-Pacific Area.

TO: Commander in Chief,
United States Fleet,
Navy Department,
Washington, D. C.

The 2 B-17's referred to in your memorandum dated January 29, 1942, apparently are the 2 B-17B air-planes being prepared for special long-range photographic project in the Atlantic. These airplanes have been stripped of practically everything not actually required for flight in order to obtain the range required for the mission contemplated. They are not particularly suited for regular reconnaissance due to alterations and their extreme vulnerability to air attack.

2. The Material Division at Wright Field is now working on increasing the range of all our bombardment air-planes for operation in the Pacific area. When this work is completed, B-17E airplanes with a range approximating 4,000 (statute) miles should be available.

Remember

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>WJF</i>				<i>Van</i>					
					<i>910</i>					

SECRET

AAF-39

air base 4521 Hawaii (56)

DECLASSIFIED

DDO ltrs

9 Jan. & 20 June 1974

By AGC/RC/JC Date 10-14-76

COMMCH FILE

UNITED STATES FLEET

OFFICE OF THE COMMANDER IN CHIEF

NAVY DEPARTMENT, WASHINGTON, D. C.

AA-1/(0033)

January 21, 1942

~~SECRET~~

SECRET

Memorandum

From: Commander in Chief, United States Fleet.
To : Chief of the Army Air Forces.
Subject: Assignment of long range reconnaissance
aircraft to the mid-Pacific Area.

1. The ability of our forces in mid-Pacific to obtain regular air reconnaissance of the Mandates would be greatly improved if there could be made available in the Hawaiian area aircraft more suitable than those now available. At the present time, the available aircraft best suited for the purpose are the Army B-17-D's, which are understood to have a range for reconnaissance purposes of only about 2950 nautical miles, and the Navy PB2Y's, which have a somewhat greater range but are slow, have a low ceiling, and are relatively vulnerable to fighter attack.

2. It is understood that there will soon be available two B-17-E airplanes with tankage for a maximum range of about 5000 statute (4340 nautical) miles. It is requested that these two airplanes be sent to the Hawaiian Islands.

JAN 22 1942
AAG Received

E. J. King
E. J. KING.

DECLASSIFIED

As 08 482.1 Hawaii 56

~~SECRET~~

~~RELEASE~~

DECLASSIFIED

DDO 800

8 Jan. 6 21 PM

By: A. L. G. / AG: JC; Date: 12/24/76

February 2, 1942

Subject: Assignment of long range reconnaissance aircraft to the mid-Pacific Area.

Received from Headquarters, Army Air Forces,
letter, above subject, dated

OFFICER

RANK

OFFICE

~~SECRET~~
~~RELEASE~~

SECRET

DECLASSIFIED

A-3
NET-gm

DECLASSIFIED

DD FORM

1 MAR 59 EDITION 1214

By AIA 88-10 Dec 19 1974

January 19, 1942

MEMORANDUM FOR THE CHIEF OF THE ARMY AIR FORCES:

Subject: B-17 on Flights to Hawaii

A study of special weather observations indicates that the period December through March, is one during which adverse winds and unsatisfactory weather conditions prevail over the Pacific Area to Hawaii. This has caused considerable delay in departures from the West Coast thus far, and it is most certain that subsequent flights will also be held up during this period.

During the period from April to December, flights of B-17's over this route is practically certain.

Pending the installation of additional fuel tanks in the B-17's, it is recommended that during the period December through March that no more B-17's be sent over the Pacific to Hawaii.

For the Chief of the Air Staff

EARL L. HAIDEN
Colonel, Air Corps.,
Assistant Chief of the Air Staff

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 lr.sp	Budget	Sec'y of Staff
	3				None for 22m					

SECRET

Dec 28 452.7 How

SECRET

JBC/805

DECLASSIFIED

By: ~~SECRET~~ (Air AG)

A C 130

January 16, 1942

SUBJECT: Additional B-17E to Copper
TO : The Chief of the Air Corps

It is directed that one B-17E airplane be delivered to Copper to replace similar type which was sent to "I". This airplane is in addition to the three B-17E's recently ordered to Copper as replacements for those airplanes sent from Copper to "I" on exploration flight.

By command of Lieutenant General ARNOLD:

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

JAN 17 1942

Copy furnished AFCC. - 1/17/42

HEADQUARTERS		ARMY AIR FORCES				COORDINATION				Sta
Chief of Staff	Secy Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	t. S.I.I.S.
	✓	JBC			✓					

AAF 39

SECRET

AO 44-4521-1-1-42

SECRET

DECLASSIFIED

DDO Hqs

8 Jan. & 20 June 1974

By SP4 R.G. MC Date 10-14-76

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

January 14, 1942.

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Additional B-17E to Copper.

1. It is desired that the following directive be issued to the Chief of the Air Corps:

"It is directed that one B-17E airplane be delivered to Copper to replace similar type which was sent to "X". This airplane is in addition to the three B-17E's recently ordered to Copper as replacements for those airplanes sent from Copper to "X" on exploration flight".

For Chief of the Air Staff:

[Handwritten initials]

JAN 15 12
AAG Received

[Handwritten signature]
EARL L. NAIDEN
Colonel, Air Corps

Assistant Chief of the Air Staff, A-3

Copy of above should be sent to AFCC.

Major Ottenson

A-3

1/17/42

DECLASSIFIED

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any 28452.1 Hawaii (53)

SECRET

DECLASSIFIED

DECLASSIFIED

EOO 128

8 Jan 8 2013 Dec 1974

By SP-1 RGL/AC Date 30-11-76

AAF/4-3
JH:arls

January 14, 1942.

MEMORANDUM FOR THE AIR ADJUTANT GENERAL:

Subject: Additional B-17E to Copper.

1. It is desired that the following directive be issued to the Chief of the Air Corps:

"It is directed that one B-17E airplane be delivered to Copper to replace similar type which was sent to "X". This airplane is in addition to the three B-17E's recently ordered to Copper as replacements for those airplanes sent from Copper to "X" on exploration flight".

For Chief of the Air Staff:

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

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 tistics	
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					J H M						

AAF-39

SECRET

air 48452.1 Hawaii (53)

CONFIDENTIAL

001/30/6
DECLASSIFIED

DDO Hqs.

8 Jan. & 20 June 1974

By ALC/S&G MC; Date 10-11-76

January 29, 1943,

SUBJECT: Civil Aircraft Allocation.

TO : Chief, Army Air Force.

1. It is requested that the letter referred to in paragraph 2, account 4, of the attached **MEMO** be returned to the Air Corps Ferrying Command.

2. Any further action in this connection should be taken up by the newly established Military Director of Civil Aviation under the terms of the directive setting up that office.

HENRY CESS

Brig. Gen., Air Corps

Asst. for Ferrying Services.

Incl. withdrawn.

CONFIDENTIAL

Air Mail 452,1 Hawaii

(50)

WAR DEPARTMENT

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

Date *Jan. 8.*

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
- 3 ✓ A-1 Division *W2*
- A-2 Division
- 1 ✓ ~~A-3 Division~~ *W2*
- 2 ✓ ~~A-4 Division~~ *W2*
- 4 ✓ ~~A-5 Division~~ *W2*
- Budget Section
- Statistics Section
- Public Relations Section
- Inspector, Army Air Forces
- Adjutant General, Army Air Forces
- A.F. Files

*To note in team
A4 check on deficiencies
in annexes on
P 39's.*

CS

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

452.1 Nam AAF-141
49

SECRET

3381

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

In reply refer to:

31 December 1941

JAN 24 42 AM



RECEIVED
AIR WAR PLANS DIV.

SUBJECT: Statistical Report No. 2.

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

The following is the status of equipment, personnel, etc. as of 1800 December 30, 1941:

1. Status of Aircraft and Combat Crews:

TYPE	B-17	B-18	A-20	P-40	P-36	P-39
In Commission	53	9	10	41	27	
Out for 1st Echelon Main.	7	3		4	1	
Out for 2nd Echelon Main.		2		5	1	
Out for 3rd Echelon Main.	4	7	1	38	2	22
Out for 3rd Ech. Main. (HAD)				1		
Combat Crews Available	55	10	10	(112')
Combat Crews Unavailable	42	6	7		78	

Bombardment Command Combat Crews 100% trained.
Interceptor Command Combat Crews 80% trained.

NOTE: 36 P-40's and 22 P-39's shown in 3d echelon of maintenance were held in 3d echelon on account of lack of complete armament installations. P-39's are in the hands of the troops and are being flown but their armament is not complete. They can be fought in an emergency as is. The armament installations in the P-40's will progress very rapidly and these airplanes will be in tactical commission within a very few days. Schools are in progress to train additional bombardiers and navigators for bombardment and a pursuit gunnery school is being started in the next few days.

2. Status of Aircraft Bombs and Small Arms Ammunition:

AIRCRAFT BOMBS						
50# Frag.	100#	300#	500#	600#	1100#	2000#
9925	11,363	3,347	954	2,454	785	350

DECLASSIFIED

SECRET

By: [Signature] Date: 10/14/76

Resting sick etc.

452.1 Plans. (49)

2-1/107

SECRET

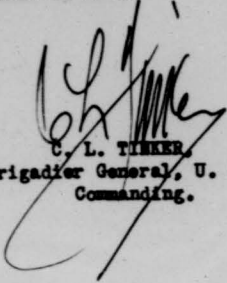
SMALL ARMS AMMUNITION

Belted		Loose	
.30	.50	.30	.50
3,452,900	1,207,600	4,752,900	1,024,500

3. Aviation Gasoline and Oil:

Aviation Gasoline on Island of Oahu 5,798,000 Gallons
Aviation Gasoline on Other Islands 625,000 "
Total in Hawaii ----- 6,423,000 "

Aviation Oil, Army only ----- 165,000 Quarts.
Navy has additional amount sufficient
for the amount of gasoline on hand.


C. L. TINKER,
Brigadier General, U. S. Army,
Commanding.

No additional copies have been made and the stenographic notes have been destroyed.

C. L. T.

DECLASSIFIED
SECRET
By: *[initials]* Date: 10/4/76

air 28452.1 Hawaii (49)

SECRET

DECLASSIFIED
DDO 116
8 Jan 6 20 June 1974
By ALN/CAC/IC Date 10-14-76

January 3, 1942

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Transfer of Aircraft and Crew.

The Secretary of War directs:

1. That Secret Orders issue without delay for transfer of two B-17-E airplanes from Sacramento Air Depot, California, to Hawaii. These planes to depart the United States on or about December 31, 1941. *gpr*
2. The Air Force Combat Command will provide the Combat Crew and they will be made available for transfer to Hawaii for permanent change of station.
3. The airplanes will be fully equipped and ready for combat before release to the Chief of the Air Corps.
4. Each airplane making the flight will be manned by a combat crew consisting of the following:

ACTION TAKEN: Mimeo. ltr. to CG, Air Force Combat Command, 1-6-42. ACW/ml

- one (1) officer pilot
- one (1) officer co-pilot
- one (1) officer navigator
- one (1) enlisted man, bombardier - gunner
- one (1) enlisted man, assistant aerial engineer - gunner
- two (2) enlisted men, radio operator - gunners
- one (1) enlisted man, aerial engineer - gunner

5. The flight will be under the command of the Chief of Air Staff after crews and planes are released by the Air Force Combat Command until arrival in Hawaii.

JAN 5 1942



OUT

JAN 5 1942
For Chief of the Air Staff:
APPROVED
By order of the Secretary of War
H. H. ARNOLD
Deputy Chief of Staff

as amended

WAR
R
IN



WAR DEPARTMENT

By JOHN R. DEANE
Lt. Col. G.S.C., Asst. Sec. W.D.G.S.

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

MEMORANDUM FOR RECORD: These two planes diverted from an original 65-B-17E's which were scheduled for transfer to "I" as outlined in Secret letter AG 580.81 (12-33-41) HQ-6-2, Subject: "Transfer of Aircraft". This action directed by Deputy Chief of Staff for Air.

NOTED - DEPUTY CHIEF OF STAFF *a*

26 AGO
JAN 5 1942

SECRET

Received

AG 580.81 How 46

376
AG 580.81 (1-3-42)

SECRET

DECLASSIFIED
DATE 03/01/94
BY 1610/GE-30 Date 11/10/94

January 3, 1942

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Transfer of Aircraft and Crews.

The Secretary of War directs:

1. That Secret Orders issue without delay for transfer of two B-17-E airplanes from Sacramento Air Depot, California, to Hawaii. These planes to depart the United States on or about December 31, 1941.
2. The Air Force Combat Command will provide the Combat Crews and they will be made available for transfer to Hawaii for permanent change of station.
3. The airplanes will be fully equipped and ready for combat before release to the Chief of the Air Corps.
4. Each airplane making the flight will be manned by a combat crew consisting of the following:

ACTION TAKEN: Mimeo. ltr. to CG, Air Force Combat Command, 1-6-42. AGW/ml

- one (1) officer pilot
- one (1) officer co-pilot
- one (1) officer navigator
- one (1) enlisted man, bombardier - gunner
- one (1) enlisted man, assistant aerial engineer - gunner
- two (2) enlisted men, radio operator - gunners
- one (1) enlisted man, aerial engineer - gunner

JAN 5 1942

5. The flight will be under the command of the Chief of Air Corps assigned crews and planes are released by the Air Force Combat Command, until arrival in Hawaii.



For Chief of the Air Staff:
APPROVED *as amended*
By order of the Secretary of War
H. H. ARNOLD
Deputy Chief of Staff

26 A G O
JAN 5 1942
NOTED - DEPUTY CHIEF OF STAFF
Received

By JOHN R. DEANE
Lt. Col. G.S.C., Asst. Sec. W.D.G.S.
EARL L. HAIDER
Colonel, Air Corps
Assistant Chief of the Air Staff, A-3

Chief of Staff	one plane 65-277's	original 65-277's							
	transferred for transfer to Hawaii	action outlined in Secret Order							
	AS 500.11 (12-29-41) 100-0-2	Subject: Transfer of Aircraft and Crews							
	directed by Deputy Chief of Staff for Air.								

SECRET

AAF 39
005/21579-2

452.1 Hour 48

SECRET

DECLASSIFIED

DDO 402

3 Jan 5 23 Nov 1974

DD FORM 16, 10 Dec 1956

AAF/A-3

MDJ

December 28, 1941

Subject: Communication Instructions and Approach Procedure for Ferry Flights to Oahu.

To: Commanding General, Air Force Combat Command.

The following recapitulation of all previous instructions on the above subject has this date been verified for correctness with the Commanding General, Oahu:

"Previous instructions re communication instructions and approach procedure for ferry flights to Oahu are revoked. For all ferry flights to Oahu commencing after this date the following procedure will govern:

Flights should arrive Honolulu at an hour between 1630 and 1830 OCT. Time of departure and estimated time of arrival will be furnished. Each flight will be given permit protection. Planes should arrive in three plane flights spaced ten minutes apart.

From 0630 to 2300 daily Honolulu standard time, stations HGU (760 kcs.) and HMB (590 kcs.) are now normally on the air. HMB will normally broadcast continuously until flight has arrived, this procedure to be started when information is received that a flight is enroute from mainland to Honolulu.

Highest ground station RF 7 transmit simultaneously on both 5775 KC and 5735 KC and all airplanes transmit on 5780 KC. Aircraft should shift to 5775 KC if blocked on 5780 KC. Both frequencies will be guarded by RF 7 who can take radio bearings and furnish them to radio operators. For emergency instructions, planes will guard 5735 KC for last five hundred miles of flight, by transmitting the time OCT followed by one of the

452.1
Hour
46

HEADQUARTERS, AIR FORCE COMBAT COMMAND		COORDINATION, Fleet						
Chief of Staff	Sec y Air Staff	Chief G Staff	Time, Plans, Insp.	Radio, A WPD	A Insp	Budget	Statistics	

SECRET

SECRET

DECLASSIFIED

DDO 100

8 Jan 4 1964

Dr. 11/17/64

Transmissions from ground station will include one of the following words as an authenticator: Green, Dixon, Roman, Truth, Lucky, Union, Giant, Rusty, Baker, Force.

The following approach procedure will be rigidly followed: Set course for positive fix or land fall on Makapuu Head. The recognition station at that point will be on the lookout for arriving planes. No recognition signal will be given. At ten miles off Makapuu planes will descend to one thousand feet and remain at that or lower altitude to Hickam Field; route Makapuu - off coast line to Diamond Head - thence direct to Hickam Field remaining along of Pearl Harbor.

If attack in progress, planes will be advised by white smoke signal at Makapuu and on 8735 KC.

Maui and Hilo are alternate airdromes (lacking receipt of radio instructions) and will be used as a last resort in all cases."

For the Chief of the Air Staff:

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

cc to:
C. C., Ferry Command
Army GHQ

DEC 21 1941

AAG

HEADQUARTERS			ARMY AIR FORCES				COORDINATION			
Chief of Staff	Secy Air Staff	AAG	A 1	A 2	A 3	A 4	A WPD	A Insp	Budget	Sta t. stics
					<i>[Signature]</i>					
					<i>[Signature]</i>					

SECRET

DECLASSIFIED

DDO Form

8 Jan. & 20 June 1974

By SP-10/ALC LC Dec 26 1974

RECEIPT FOR SECRET
DOCUMENT

19/29/41

Subject: Communication Instructions and Approach Procedure
for Ferry Flights to Copper.

Receipt is acknowledged of letter for the Commanding
General, Air Force Combat Command, subject as above, dated
December 28, 1941.



Officer Rank

Office

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

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

Date 12/29

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 *Colo.*
- A-2 Division *LPO*
- ~~A-2 Division~~
- ~~A-4 Division~~ *M*
- ~~Air War Plans Division~~ *MSH for mcb.*
- Budget Section
- Public Relations
- Statistics Section
- Inspector, Army Air Forces
- Adjutant General, Army Air Forces
- A.F. Files *Return to them*

Return to S/AS

For your information

File
[Signature]

A. W. VANAMAN,
Lt. Colonel, Air Corps,
Secretary of the Air Staff.

AAF-63-B.

1/27

SECRET

DECLASSIFIED

DECLASSIFIED
EOD 11s

8 Jan. & 20 July 1974

By DAI/DC LC Data 10-14-74

22 December 1941

SUBJECT: Statistical Report No. 1

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

In compliance with verbal instructions from the Chief of the Air Forces, conveyed to me by Colonel Hunter, Air Corps, the following report is rendered.

1. Aircraft Status as of 1800 December 20, 1941.

	<u>B-17</u>	<u>B-18</u>	<u>A-20</u>	<u>P-40</u>	<u>P-38</u>	<u>O-47</u>
In commission	31	9	10	40	21	5
1st Echelon	6	5		2	3	2
2nd Echelon				3		
3rd Echelon	2			8	6	
TOTAL	39	14	10	53	30	7
Combat Crews	38	16	12	(149)		

JAN 22 42 AM '42



RECEIVED
AIR WAR PLANS DIV.

H/S-1
1/21/42
4/5

- a. Bomber Command - All combat crews have sufficient experience to be capable combat crews.
- b. Interceptor Command - 80% of pursuit combat crews (119) of sufficient experience to be capable combat crews.

2. Aviation Gasoline Status as of 1800 December 20, 1941.

- a. In Hawaii - Total 4,565,000 gallons.
- b. Daily consumption (Army) - 37,000 gallons.
- c. Daily consumption (Navy) - 22,000 gallons.

This consumption will increase considerably due to acquisition of additional aircraft by both the Navy and the Hawaiian Air Force.

3. Oil on hand as of 1800 December 20, 1941 - 128,080 gallons.

SECRET

A. J. ...

SECRET

(Statistical Report No. 1 - dated 22 December 1941.)

4. Status of Aircraft Bombs and Small Arms Ammunition as of 1900 December 20, 1941:

AIRCRAFT BOMBS						
100#	300#	500#	800#	1000#	1100#	2000#
2288	980	228	841	120	148	68

SMALL ARMS AMMUNITION			
Salts	.50	Less .50	.50
1,814,000	666,800	8,608,000	1,026,000

Estimated 75,000 rounds in the hands of troops.

5. So far no operational difficulties have been encountered.

6. No critical shortage of spare parts at this time. More detailed information on requirements for spare parts and control items will be included in Report No. 2.

7. The morale is very good in the Air Corps units. I have visited every unit on the island and have found that the combat personnel are in good spirits and eager to revenge what they consider a blur on our eschscholm. There is a certain amount of apprehension and lack of ability on the part of some of the older officers. My recommendation will go in to the Commanding General, Hawaiian Department, today for the relief of one Brigadier General and one Colonel by first convey - others will follow as time permits a more careful analysis of the value of individuals gauged in terms of Hawaiian defense. The picture is not yet rosy but I see no reason for undue alarm if we can receive a continuing flow of combat crew replacements, material replacements and a reasonable allotment of armor piercing bombs.

8. A more detailed account of my observations will be sent in a personal letter to General Spaatz as soon as time is available for me to dictate it.

C. L. FINKER,
Brigadier General, U.S.A.,
Commanding.

No additional copies of this letter have been made. Stenographic notes have been destroyed.

C. L. F.

SECRET

air 4521 Hawaii 45

SECRET

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

Mickan

*Copy for
Annual for
Annual*

In reply refer to:

Colombo
Thompson
no comment

[Signature]

22 December 1941

SUBJECT: Statistical Report No. 1
TO : Chief of the Air Forces, Washington, D. C.

In compliance with verbal instructions from the Chief of the Air Forces, conveyed to me by Colonel Hunter, Air Corps, the following report is rendered.

1. Aircraft Status as of 1800 December 20, 1941.

	B-17	B-18	A-20	P-40	P-36	O-47
In commission	31 ⁺²	9	10	40 ⁺¹	21 ⁺⁶	5
1st Echelon	6	5		2	3	2
2nd Echelon				3		
3rd Echelon	2			8	6	
TOTAL	39	14	10	53	30	7
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- c. Daily consumption (Navy) - 22,000 gallons.

This consumption will increase considerably due to acquisition of additional aircraft by both the Navy and the Hawaiian Air Force.

3. Oil on hand as of 1800 December 20, 1941 - 128,030 gallons.

Spaatz
not checked
from document check
copy of report
supplied

4521254
54

DECLASSIFIED
DOD Hqs.
8 Jan. & 20 Jan. 1980
By: *[Signature]*
SECRET

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SECRET

(Statistical Report No. 1 - dated December 1941.)

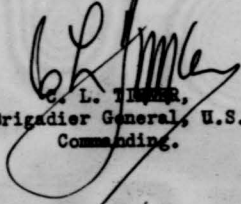
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100#	300#	500#	600#	1000#	1100#	2000#
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SMALL ARMS AMMUNITION			
Belted .30	.50	Loose .50	.50
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
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8. A more detailed account of my observations will be sent in a personal letter to General Spaatz as soon as time is available for me to dictate it.


G. L. TAMM,
Brigadier General, U.S.A.,
Commanding.

No additional copies of this letter have been made. Stenographic notes have been destroyed.

DECLASSIFIED
DOD ltra
20 June 1974
SECRET 14/76
- 2 -


G. L. T.
am 4521, Hawaii (45)

HEADQUARTERS ARMY AIR FORCES
 ROUTING AND RECORD SHEET
SECRET

g B / ell

(To be filed with correspondence)

DECLASSIFIED
 OOD (trs.)

8 Jan. & 20 June 1974

By ALN / GC / JC, Date 10 - 14 - 76

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

SUBJECT: Status of Airplanes for Use in Hawaii.

452,1 Hawaii (M)

NO.	FROM	TO	DATE	DATA															
1	General Arnold	General Spaatz	1941 12/9	<p>Following is the status of airplanes for use in Hawaii as indicated to the Joint Board this date:</p> <table border="1"> <thead> <tr> <th>Type of Airplane</th> <th>On Hand</th> <th>Repairable</th> </tr> </thead> <tbody> <tr> <td>B-18</td> <td>9</td> <td>4</td> </tr> <tr> <td>B-17</td> <td>9</td> <td>2</td> </tr> <tr> <td>A-20</td> <td>8</td> <td>2</td> </tr> <tr> <td>Pursuit</td> <td>41</td> <td>9 to 16</td> </tr> </tbody> </table> <p>Scheduled to go to Hawaii, 50 Pursuits on first available ship, 9 B-17s to be flown Wednesday, December 10th, 9 B-17s to be flown Friday, December 12th, 9 B-17s to be flown Sunday, December 14th, 60 Pursuit to be shipped as soon as the ships can be assembled.</p> <p>In addition to the above, 54 A-24s are being diverted from the Philippines due to convoy not being able to get through.</p> <p>The personnel for the 7th Bombardment Group and the 88th Reconnaissance Squadron are also being diverted on same convoy. These personnel can be used to handle additional groups required by above allocation of planes and also to replace losses from bombing.</p> <p>Pending further instructions, the above will be used as a guide for allocation of personnel, equipment, bombs and ammunition, and for shipping airplanes to the Hawaiian Islands.</p> <p>A-4 should get in touch with Admiral Turner at once to determine at what point these plane shipments will be made from San Diego rather than from San Francisco. Based upon shipments from San Diego all crating of airplanes headed for Hawaii should be stopped.</p> <p>Notify all concerned.</p>	Type of Airplane	On Hand	Repairable	B-18	9	4	B-17	9	2	A-20	8	2	Pursuit	41	9 to 16
Type of Airplane	On Hand	Repairable																	
B-18	9	4																	
B-17	9	2																	
A-20	8	2																	
Pursuit	41	9 to 16																	

70 Army Air Forces
 10 341
 Add Received

Capt
A-38A4
ell

WAD

(Do not use rubber)

SECRET

F-4004, 10

SECRET

DECLASSIFIED

8 Jan 4 2010
By: JLN / BSA / DPL / 10-11-94

Shipment of Airplanes to Copper.

AAF/A-4
EPG/gmd

1. C/AS C/AC 1941
(Att. Air 12-11
Service
Command
Liaison)

1. In accordance with information just received from Col. Haiden (A-3), General Arnold has reduced the number of P-40's which are to be loaded for the immediate shipment to subject location. The reduction is such that the airplanes to be loaded will include the eighteen (18) now in crates at the Sacramento Air Depot, plus sixty-nine (69) from the train shipment. If a greater number than eighteen (18) are crated at Sacramento and are loaded aboard ship, the number to be taken from the train shipment will be reduced accordingly.

2. Our verbal agreement is hereby confirmed in writing to the effect that arrangements will be made for the expeditious handling of that part of the train shipment which is to be uncrated upon arrival in the vicinity of San Francisco for immediate assembly and preparation for the use of the tactical units to which they may be then assigned.

Dispatched
DEC 14 1941
AAG

CS
C/AS

452.1
Hawley
39

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>W</i>					<i>W</i>				

SECRET

AAF-33

Flight of 27 B-17's to Hawaii

AAF/A-3
 HHC:G:amb

1. AAF
 C/AS

C.G. 12/10/
 A.F.C.G. 1941

1. This memorandum confirms telephone conversation between Colonel Haiden, A-3, and Col. Strahn, A.F.C.G.

That 9 B-17's will be flown from the United States to Hawaii on December 10th.

That 9 B-17's will be flown from the United States to Hawaii on Friday, Dec. 12th.

That 9 B-17's will be flown from the United States to Hawaii on December 14th.

2. These flights will be made on the dates indicated, weather permitting. Hawaii ferry crews will be used commencing with the 10th. Flight until all Hawaii crews have been returned to Hawaii, then crews from the Combat Command will be used. The additional Combat Crews required on these flights will be taken from personnel of the Air Force Combat Command and these additional personnel will be transferred to the Hawaiian Department.

3. The planes must be prepared for combat before leaving the United States.

Distribution

- A-1
- A-2
- A-3
- AMPD
- WFD
- C-3

CS
 C/AS

DEC 10 1941
 AAF

452-1 Hawaiian 38

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

AAF-79

~~SECRET~~

George

WAR DEPARTMENT

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

Date 12/6/51

- TO: Lt. Col. George (4) *MAH*
- Lt. Col. Craig (3) *1m6*
- Lt. Col. Walker (1) *N*
- Lt. Col. Anderson _____
- Maj. Hansell _____
- Maj. Partridge _____
- Maj. Anderson _____
- Maj. Taylor _____
- Maj. Gillespie _____
- Maj. Fair _____
- Maj. Glantzborg _____
- Capt. Alling (2) *MAH*
- Capt. Oscanyan _____
- Capt. Harper _____
- Mr. McPherson (5) *return*

Jmt.

A-W.P. DIVISION

AAF-327

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

Date 12/9 . . .

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 *gzw*
~~A-3 Division~~
~~A-4 Division~~ *ccc*
✓ Air War Plans Division *and for H. D.*
Budget Section
Statistics Section
Public Relations Section
Inspector, Army Air Forces
Adjutant General, Army Air Forces
A.F. Files

For information +

return

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

AAF-141

air 24521 Hour 26 B

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

Date.

TO:

FOR:

Chief, A-4 Division
Equipment Section
Facilities Section

Information
 Coordination
 Preparation of
reply
 Necessary Action
 Note and Return
 Confer with

~~Colonel Sorenson~~
~~Lt. Colonel York~~
~~Lt. Colonel Schneider~~

Lt. Colonel Crumrine *CEC*
Major Perrin
Captain Katzman
Captain Donoghue
Captain O'Shea
Lieutenant Burt
Mr. Gibson
Miss Hammer

Recommendation
 File
 Circulation

Then to A.A.G.



A-4 Division
AIR STAFF

COPY

SECRET

Brief of Telephone Conversation between Col. Phillips, Chief of Staff,
Hawaiian Department, Honolulu, and Major Sexton for General Marshall.

1832

10:15 p.m. Washington time,
December 8, 1941

Col. Phillips: I have quite an extensive message in reply to General Marshall's
radio today. I have also sent it by radio, but I thought I would include it in
the call to you. It is very important.

Yesterday's operations consisted of heavy bombardment, principally against Pearl
Harbor, Hickam, Wheeler, and Bellows Field; bombs scattered at Fort Shafter buildings
and Governor's home. In aircraft our losses severe. It is believed enemy losses
small. Army brought down 11 planes. Ground forces unimpaired. Morale excellent.
All troops on battle positions with two days' fire. Total losses: 200 killed;
385 wounded -- very largely at Hickam Field.

Status of aircraft: Available Planes:

9 B-18's
9 B-17's
8 A-20's
<u>41 Pursuit (P-40 and 36)</u>
67 Total

DECLASSIFIED

DOO/RS

8 Jan. & 20 June 1974

By ALN/RG LC Date 10/14/74

Planes which can have local repair (in addition to above)

4 B-18
2 B-17
9 to 16 Pursuit.
2 A-20

Priority for desired assistance:

60 heavy bombers
10,000,000 rounds .50 cal. ammunition with links
200 pursuit planes
36 dive bombers

Bombs:

2000 pound, 750
1100 pound, 3000
600 pound, 6000
300 pound, 10,000

Special attention to inverters and spare tanks for B-17's.
Aircraft should have complete combat crews and navigational
equipment.

Requirements for machine tools and shop equipment not yet
desired.

Considerable quantities of new tools had not yet been
installed in Hawaiian air depot and were not damaged so
preliminary salvage reports are favorable.

115 3-inch guns to complete quota (AA)

All 5-inch AA guns to be replaced with 5-inch--total 86.

3-inch guns to be used for outlying islands.

216 .50 cal. guns to complete quota.

48 105-mm or 75 m-2 guns to complete organic equipment,
to permit use of British 75 guns to replace those ship-
ped to Philippines.

1 bn. tanks, preferably medium.

1 Signal battalion.

(150) ? Check
radio

45 2.1 Hours
36 B

SECRET

air and 45.1 Hours 36 B

~~SECRET~~

3300 Harbor defense troops to fill Tables of Organization.
1800 Field Artillery to fill divisional artillery.

Desire authorization for evacuation of dependents at expense of government and for crating and shipping furniture. Desire War Department to push food storage for civilian population. Inventory of food on island being made and results will be communicated as soon as known. Gasoline rationing put into effect today. I'm moving this telephone to the Fwd Command Post at 8:00 p.m. our time today. Three hours will be required for the move.

270 Japanese agents are under arrest. 50 additional to be apprehended. 132 Germans and Italians are being arrested. One Japanese naval officer a prisoner of war. 30 Japanese amateur radio stations have been closed.

DEC 15 71 AM



RECEIVED
AIR WAR PLANS DIV.

~~SECRET~~

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

Date 12/12

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 *M&H for M&P.*
 Budget Section
 Public Relations
 Statistics Section
 Inspector, Army Air Forces
 Adjutant General, Army Air Forces
 A.F. Files

For your info.

✓

(P. 160)

A. W. VANAMAN,
Lt. Colonel, Air Corps,
Secretary of the Air Staff.

AAF-63-B.

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

Date

12/15

TO:

FOR

- General M. F. Scanlon *S*
- Captain M. C. Cooper
- Captain J. T. McCall *JTM*

- Information
- Coordination
- Preparation of reply
- Necessary action
- Note and Return
- Confer with

Operations & Foreign Liaison
Section

- Lt. Col. T. J. Koenig *JTM*
- Major H. R. Buckley
- Major H. D. Butler
- Major A. L. Richmond
- Major F. N. Shumaker
- Captain G. G. Carey
- Lieut. R. C. Brown

- Recommendation
- File
- Circulation

Plans Section

- ~~MAJ D. R. DOWNEY~~ - return to me for forwarding when you have read *JTM*
- Major J. M. Sterling
- Captain G. W. Noland
- Lieut. A. S. Jenkins

Review Unit

- Captain Wm. Westlake
- Lieut. Bruce Buttles
- Miss Conry

- Chief of Army Air Forces
- Chief of the Air Staff
- Secretary of the Air Staff
- A-1 Division
- A-3 Division
- A-4 Division
- Air War Plans Division *MAJ DOWNEY*

JAN 9 42 PM



RECEIVED
AIR WAR PLANS DIV.

A 2 Division
AIR STAFF

AAF-348

DECLASSIFIED

DDJ/MS

8 Jan. & 20 June 1973

AL: [unclear] JC: [unclear]

SECRET

ON INCOMING

12/10/41

6:00 P.M.

2774

12/14

Privacy Telephone Conversation between General Short, Honolulu and General Bryden at 6:00 P.M. December 10, 1941.

Gen. Short: I thought I'd give you a report of the situation now. I'll give you first the planes. 14 B-17s and 44 pursuit are in operation. We probably will have some more pursuit in the next two or three days. The machinery at the Hawaiian Air Depot and at Wheeler is in good shape and we are getting it in other buildings where we can operate.

Gen. Bryden: What machinery?

Gen. Short: The Shop machinery. The repair machinery at the Hawaiian Air Depot and at Wheeler is turning out better than we expected and we are getting it so we can work now. Airfields and bunkers are being given first priority in repairing. We have all the contractors in town working. We are making big progress. Both the Dept. and the District engineers are doing a marvelous work. I want authority to evacuate all dependents of the Army at Gov't expense including personal property by first commercial transport. I think I ought to get that just as soon as possible.

Gen. Bryden: You'll be getting word about that very shortly.

Gen. Short: I want it immediately. I want all personnel to stay here unless I request they be ordered home. Our Army morale is high. We are hurt only in the loss of planes. The Navy is jittery, but then they picked a terrific moment. At noon today an inventory was taken of all food on the island. It will take two or three days to consolidate. I want to get purchase of food for population of 3,400,000--6 months' supply. Will let you know in two or three days just how many days' ration we have now.

Gen. Bryden: Let us know. We are working on it now.

Gen. Short: I'm hoping I can cut the normal gasoline consumption by getting rid of civilian cars so maybe it will last six months. We know we have a normal four months' supply of gasoline. I am having seed (for planting) distributed right away. We have our initial requirements made up on the west coast and will have to get something on that. I have prohibited sale of liquor, wine and beer throughout the islands. May let up on beer later on. Would like to have all the reinforcements come along as rapidly as it can be done.

Gen. Bryden: We'll get something out just as soon as we can and the Navy can convoy it.

Gen. Short: Latest reports that have come in are that Midway and Wake are in the hands of the Navy. We are sending some water down on a barge to Canton. (Something about the Luddington to go over there.)... (ship), the Holbrook, and the Republic have been turned back. We understand they will come in here.

Gen. Bryden: Those transports will not come back. They are going to Australia. That was decided today.

air 452.1 Plan
(36)

760X

Copy for AAG

SECRET

AX/MS
Office Sec'y General Staff
air 452.1 Plan (36)

SECRET

Gen. Short: The Navy said they had been turned back.

Gen. Bryden: Are on their way to the West now.

Gen. Short: We are confining 439 aliens and 43 citizens--Japanese, German and Italian. They are in the immigration station (and another place). I think I'm going to be able to get enough immigration guards. We'll have experienced guards. That's about everything. Tell the Chief of Staff I'm sorry I didn't get the first reports to him but every time something turned up I had to take care of and my Chief of Staff had to do all the talking. Everything is going all right.

Gen. Bryden: We are very sympathetic about everything.

Gen. Short: We are not worrying. I think we have it quieted down now. It looks very well in the last 24 hours.

Gen. Bryden: How was our antiaircraft out there during the raid. Did they get into action?

Gen. Short: They brought down some. 7 of the 11 planes brought down were brought down by aviation. The P-40 can run rings around a Japanese plane. The Navy brought some down too, from antiaircraft. The pursuit is still the best in combating them. If we had had our pursuit in the air at the time they first came over we would have gotten a good many more of them. It was just one of those things. If our antiaircraft warning system had worked we would have had the planes in the air, but there was nothing to show this. Submarine entered the harbor 30 minutes before the attack and the Navy didn't tell us until afterwards. The civilian authorities in the whole area are cooperating 100%. There isn't anyone from the Governor down who isn't cooperating. We are letting the Navy go ahead without interfering.

Gen. Bryden: You can be assured we'll get out the things you need as soon as we can. We got your list and they are working with that today.

Gen. Short: If they get us the planes over here we are OK.

Gen. Bryden: We are working at it. Good luck.

SECRET

Office Secretary General Staff.

005/21347-2

SECRET

DECLASSIFIED
DATE 10/10/00
BY JAC/6 20 Nov 1999

Transfer of nine (9) B-17's to Hawaii

AAF/A-3
MacC-ek

1. AAF CG, 1941 This confirms a telephone conversation on December 8,
C/AS AFCC 12-9 1941, between Colonel Maiden and Colonel Chauncey;

It is desired that nine (9) B-17's be transferred from the United States to Hawaii, departure to be made on Wednesday, December 10, 1941.

It is desired that these airplanes be flown over by the Hawaiian crews with the guns properly manned. The ^{combat} personnel will be transferred to the Hawaiian Department.

C.S.
C/AS

DEC 14 1941
AAF

4531 Hawaii 35

HEADQUARTERS ARMY AIR FORCES - COORDINATION

Chief of Staff	Secy Air Staff	A.A.G.	A-1	A-2	A-3	A-4	A. W.P.D.	A. Insp.	Budget	Statistics
	SC		SP		EM					

SECRET

AAF-09

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED 1746

9 Jan. & 20 June 1974

By: AL/SS JC Date 16/11/74

File No.

Tally No. AAF

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

SECRET

SUBJECT: Additional requirements for the Hawaiian Department.

NO.	FROM	TO	DATE	COMMENTS
1.	General Arnold	A-4 Div. Air Staff	12/9 1941	<p>The following is the request from the Commanding General, Hawaiian Department, for additional equipment:</p> <ul style="list-style-type: none"> 60 heavy bombers. 10,000,000 rounds caliber .50 ammunition. Links for .50 caliber. 200 pursuit planes. 36 dive bombers. 750 2000 lb. bombs. 3000 1100 lb. bombs. 6000 600 lb. bombs. 10,000 300 lb. bombs. Inverters and spare tanks for B-17s. Combat crews and full navigational equipment with airplanes. <p>Tie that in with our present program for the Hawaiian Islands, and if we can not conform to his request, we should have good reasons so that we can justify our position with the Chief of Staff.</p> <p>Have some one see me re this tomorrow.</p> <p style="text-align: right;"><i>[Signature]</i></p>
				<p style="text-align: center;"><i>File already covered by JG ASE</i></p> <p style="text-align: center;">SECRET</p>

452.1 Hawaiian (34)

(Do not use reverse side)

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

Page No.

air 452.1 Haw. (34)

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

2081

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

SECRET

File No. _____

Tally No. AAF/ _____

Subject: Spare Parts for Twelve B-17D's.

DECLASSIFIED
 AND RLS.
 8 Jan 6 20 14:00 1994
 BY AIA/36 300 10-14-76

NO.	FROM	TO	DATE	COMMENTS
4.	OCAC Air Ser. Com.Lia. (14-S)	C/AC <u>Thru:</u> Oper.	1941 12-10	1. Copy of attached letter has been forwarded the Air Service Command, Wright Field, for necessary action. 1 Incl.
5.	Oper, Div. OCAC	C/AC	1941 12/15	1. Attention invited to comment 1 above. Incl. n/c/
6	c/AC	AAF AA	12/16	AMP. No further action appears necessary

L. P. H.
 C/AC 50-656
 (15-C2)

~~O.S.F.~~
 O.S.F.
 Col. A.C.
 Ch., Op. Div.

452.1 Hawaii (33) B

av 507
 PC-332

KV-424

SECRET

reverse side)
 Page No. 2.

Y-4091, AC. Rev. 8/14/41

av 452.1 Hawaii (33) B

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED

DD FORM 1

1 APR 60 (REV. 10-14-54)

By AL-7-06 DC, Date 10-14-76

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

SECRET

File No.

Tally No. AAF

SUBJECT: Spare Parts for Twelve B-17D's.

NO.	FROM	TO	DATE	COMMENTS
1	AAF C/AS	C/AC	1941 11/28	<p>1. For necessary action.</p> <p>Incls; Ltr Haw.AF 11/18/41 to C/AAF.</p> <p style="text-align: right;">AAF/A-4 JFW/omd</p> <p style="text-align: right;"><i>JPC</i> CS C/AS</p>
2.	C/AC	Air Service Command Liaison THRU Operations	1941 12/2	<p>1. For necessary action.</p> <p>Incls n/c</p> <p style="text-align: right;">X-BHM:br</p> <p style="text-align: right;"><i>M.S.F.</i> Executive</p>
3.	Op. Div.	A. S. C. (Liaison)	1941 12/3	<p>1. Noted.</p> <p>Incls. n/c</p> <p style="text-align: right;">(15-C2) ims</p> <p style="text-align: right;"><i>O.S.P.</i> O.S.P. Col. A.C. Ch. Op. Div.</p>



(Do not use reverse side)

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

Page No. -1-

SECRET

*See 507
A12-2(18-a)*

xv-424

Avi 4452.1 Haw (33) B

~~SECRET~~

SECRET

By Auth *6243*

Initials *624*

1207 Date 11-18-41

HEADQUARTERS HAWAIIAN AIR FORCE

Office of the Air Force Commander

HICKAM FIELD, T. H.

(D-1)

DECLASSIFIED

DDO Hqs.

18 November 1941.

8 Jan. & 20 June 1974

By AIN/RC LC, Date 10-14-76

In reply refer to:

SUBJECT: Spare Parts for Twelve B-17D's.

TO : Chief of the Army Air Forces.

1. Reference War Department radio number 397 dated 14 November 1941. Following is a list of parts which it is estimated will be required as spares to keep the B-17D airplanes now located in the Hawaiian Department in commission and supply spares for their flight west if they are transferred. This list is in addition to the parts listed in our letter of 15 November 1941, required to put all planes in commission. The parts listed are needed in addition to those already in stock:

O3B

D3-7M - Wheel assy, tall. 23" smooth contour - 6 ea.

O3C

49140 - Motor assy, flap operating, B-17 - 6 ea.

AA589 - Inverter-vibrator type S-712 24V - 6 ea.

S-751 - Adapter assy-fluorescent lighting inverter - 6 ea.

O3D

R-800CWB - Pump assy, fuel type G-9 - 10 ea.

O3F

962 - Regulator oxygen type A-6- Spec 40249 - 12 ea.

O5A

4300-2A-A2 Transmitter, tachometer autosyn - 10 ea.

Transmitter, fuel pressure - 4 ea.

2. Recent developments indicate a 100% replacement of B-17D fuel tanks will be required immediately. There have been many tank failures and 90%

21507
Incl. #1.
Sc-332

- 1 -

DECLASSIFIED

SECRET

~~SECRET~~

SUBJECT: Spare Parts for Twelve B-29's. (Ltr., CG, HAF, 11/18/41).

of the tanks inspected were assembled so that the screws on the inspection door at the end of the tank missed the Ameripol grommets provided and penetrated the vistinex layers. Deterioration has been continuous ever since. A detailed inspection is being made but it is believed the replacement tanks should be forwarded promptly. If it is impossible to provide at present 100% tank replacements, the following minimum replacements are essential:

		OIF			
1-18425	- Tank assy, main Fuel,	L.H.	Engine #1	-	2 ea.
1-18425-1	- Tank assy, main Fuel,	R.H.	Engine #4	-	2 ea.
1-18426	- Tank assy, Fuel	L.H.	Engine #2	-	2 ea.
1-18426-1	- Tank assy, Fuel	R.H.	Engine #3	-	2 ea.
1-18427	- Tank, assy, Fuel Feeder	L.H.	Engine #2	-	4 ea.
1-18427-1	- Tank, assy, Fuel Feeder	R.H.	Engine #3	-	4 ea.
55-4725	- Tank assy, oil inboard	L.H.		-	1 ea.
55-4725-1	- Tank assy, oil inboard	R.H.		-	1 ea.
55-4725-2	- Tank assy, oil outboard	R.H.		-	1 ea.
55-4725-3	- Tank assy, oil outboard	L.H.		-	1 ea.

For the Commanding General:

02794

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

~~SECRET~~

AM 21 4521 How. (33) B

~~SECRET~~

DECLASSIFIED

DDI IIS

8 Jan. & 20 June 1974

By ALP/SG LG, Date 10-11-76

Space Force Six Twelve B-17's.

OCAS O/AC 1941
4. Mr Ser. Mem: 13-30
Com. Lia. Oper.
(14-8)

1. Copy of attached letter has been forwarded the
Air Service Command, Wright Field, for necessary action.

1 Incl.

L. P. W.
C/AC

~~SECRET~~

2.

507
332

SECRET

DECLASSIFIED

DECLASSIFIED

DOD IIR

8 Jan 6 20 June 1974

By AFNS/OC LC Data 10-14-76

Spare Parts for Twelve B-17D's.

AAF/A-6
JFE/and

1 AAF
G/AS

G/AC

1941
11/28

1. For necessary action.

Dispatched

DEC 1 1941

AAG

Incls:
Ltr Hqs. AF 11/18/41 to
G/AAF.

CS
G/AS

452.1 Howr
(39)
B

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
	<i>[Handwritten initials]</i>					<i>[Handwritten stamp]</i>				

AAF-39

SECRET

SECRET

DECLASSIFIED

DDI 115

8 Jan. 4 207 June 1974

By: AIN/EC/IC, Date: 100-11-76

HEADQUARTERS HAWAIIAN AIR FORCE

Office of the Air Force Commander

HICKAM FIELD, T. H.

SECRET

By Auth: *CGH/7*

Initials: *608*

Date: *11-18-41*

(D-1)

In reply refer to:

18 November 1941.

SUBJECT: Spare Parts for Twelve B-17D's.

TO : Chief of the Army Air Forces.

1. Reference War Department radio number 397 dated 14 November 1941. Following is a list of parts which it is estimated will be required as spares to keep the B-17D airplanes now located in the Hawaiian Department in commission and supply spares for their flight west if they are transferred. This list is in addition to the parts listed in our letter of 15 November 1941, required to put all planes in commission. The parts listed are needed in addition to those already in stock:

OSB

DS-7M - Wheel assy, tail. 23" smooth contour - 6 ea.

OSC

49140 - Motor assy, flap operating, B-17 - 6 ea.

AA589 - Inverter-vibrator type S-712 24V - 6 ea.

S-751 - Adapter assy-fluorescent lighting inverter - 6 ea.

OSD

R-600CWB - Pump assy, fuel type G-9 - 10 ea.

OSF

962 - Regulator oxygen type A-6- Spec 40249 - 12 ea.

OSA

4300-2A-A2 Transmitter, tachometer autosyn - 10 ea.

Transmitter, fuel pressure - 4 ea.

2. Recent developments indicate a 100% replacement of B-17D fuel tanks will be required immediately. There have been many tank failures and 90%

• 1 •
SECRET

~~SECRET~~

SUBJECT: Spare Parts for Twelve B-17's. (Ltr., CG, HAF, 11/18/41).

of the tanks inspected were assembled so that the screws on the inspection door at the end of the tank missed the Ameripol grommets provided and penetrated the vistinex layers. Deterioration has been continuous ever since. A detailed inspection is being made but it is believed the replacement tanks should be forwarded promptly. If it is impossible to provide at present 100% tank replacements, the following minimum replacements are essential:

		OIF			
1-18425	- Tank assy, main Fuel,	L.H.	Engine #1	-	2 ea.
1-18425-1	- Tank assy, main Fuel,	R.H.	Engine #4	-	2 ea.
1-18426	- Tank assy, Fuel	L.H.	Engine #2	-	2 ea.
1-18426-1	- Tank assy, Fuel	R.H.	Engine #3	-	2 ea.
1-18427	- Tank, assy, Fuel Feeder	L.H.	Engine #2	-	4 ea.
1-18427-1	- Tank, assy, Fuel Feeder	R.H.	Engine #3	-	4 ea.
55-4725	- Tank assy, oil inboard	L.H.		-	1 ea.
55-4725-1	- Tank assy, oil inboard	R.H.		-	1 ea.
55-4725-2	- Tank assy, oil outboard	R.H.		-	1 ea.
55-4725-3	- Tank assy, oil outboard	L.H.		-	1 ea.

For the Commanding General:

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

~~SECRET~~

AM 2844521 Hand. (33) 5

SECRET

DECLASSIFIED

DOD HRS

8 Jan. & 20 June 1974

By: ALC/RS LC Date: 12/1/76

452.1 Hour
32

AAF/AAG

HRL:tk

2. AAF/AAG AAF/A-3 11/6
Cable
Section

In accordance with request contained in comment 1, above, a cablegram as paraphrased below was sent to the Commanding General, Hawaiian Department, on November 4, 1941, as message number 351.

"Revised are all previous plans for Hawaiian Department ferry personnel. The following itinerary will prevail as far as practicable: for further instruction ferry crews will report to the Commanding General, Hamilton Field, California, as follows: 9 crews in November, 9 in December, 9 in January, 8 in February. More B-17 crews will be left in Hawaii at all times by this. One communications, medical and weather officer to accompany each flight of 8 or 9 ferry crews, to United States. Procurement authority and dates crews are to be returned to United States will be forwarded later. Orders will be issued here covering crews after arrival in the United States."

Dispatched
NOV 6 1941
AAG

V.W.D.
AAF/Air AG

1 Incl. - w/drawn

SECRET

HEADQUARTERS ARMY AIR FORCES

SECRET
ROUTING AND RECORD SHEET

DECLASSIFIED

DOD 483

8 Jan. & 20 June 1991

By: *ALM/SGC, DC, Det. 12, 1991-92*

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

File No.

Tally No. AAF

SUBJECT: Request for Issuance of Radio.

NO.	FROM	TO	DATE	COMMENTS	AAF/A-1 RES:mdg
1	AAF A-1	AAF Air/AG	1941 10-27	Request the following <u>radiogram</u> be sent to the Commanding General, Hawaiian Department, Honolulu: "Request radio information flight of 9 B-17's to Philippine Islands September 5, 1941, under command of Major O'Donnell, to include names, serial numbers, rank, grade and branch of all members actually making the flight." OJB Executive, A-1 <i>AF 226</i>	
2.	AAF Air/AG	AAF A-1	10/28 1941	A cablegram substantially as written in comment 1, above, was forwarded to The Adjutant General at 2:50 p.m., October 28, 1941, for transmittal to the Commanding General, Hawaiian Department. <i>W.W.D.</i> W.W.D. AAF/Air AG. <i>RRR</i>	
		<i>Central Files</i>	<i>10/31</i>		

452.1 Haw. (31)

3484
10/28

(Do not write on reverse side)

SECRET

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

Air 452.1 Haw (31)

SECRET

DECLASSIFIED
DDI lrs

8 Jan. & 20 June 1974

By IC, Date 18-11-76

DECLASSIFIED

Radiogram No. 685 from Hawaii, October 30, 1941.

11-1-41 TK:jmt

1. AAF/AAG A-1 1941
Cable 11-1
Section

1. Attached for your information and necessary action, paraphrase of secret radiogram No. 685 dated October 30, 1941 from Short, Hawaii.

2. Radio 685 refers to radio 305 sent by this office on October 28, per request contained in RMR from you under date of October 27, Subject: "Request for Issuance of Radio".

Dispatched
NOV 1 1941
AAG

WD
AAF/AAG

1 Encl.
Radio No. 685, 10-30-41,
fr Hawaii

452.1
How

(31)

SECRET

DECLASSIFIED

SECRET

DECLASSIFIED

DDO 119

8 Jan. & 29 June 1974

By 452/66 JTB Date 10/14/74

Request for Issuance of Radio.

AAF/A-1
RES:mdg

1 AAF AAF 1941 Request the following radiogram be sent to the Command-
A-1 Air, AG 10-27 ing General, Hawaiian Department, Honolulu

"Request radio information flight of 9 B-17's to Philippine Islands September 5, 1941, under command of Major O'Donnell, to include names, serial numbers, rank, grade and branch of all members actually making the flight."

OJB
Executive, A-1

452-1 Hour-31

2 Air AG A1 10/28 Radio funded to JAG 2:50 PM 10/28

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>JTB</i>							

SECRET

AAF-39

SECRET

DECLASSIFIED

DDO #75.

8 Jan. & 20 June 1974

By ALM/SG, LC, Date 12/11/74

452.1 Haw-
(30)

AAF/AAG REL:tk

2. AAF/AAG
Cable Section AAF/A-3 11/3

In accordance with request contained in comment 1, above, a radiogram as paraphrased below was sent to the Commanding General, Hawaiian Department, on November 1, 1941.

"Upon completion of mission all ferry personnel detailed from Hawaiian Department will be returned to their home station. It is contemplated there will arrive from Honolulu 18 ferry crews in December and 17 ferry crews in January. Understanding here that all crews will be complete and accompanying each 9 crews from Honolulu will be 1 communications officer, 1 medical officer, and 1 weather officer. Approximately 7 weeks is estimated length of duty away from Honolulu. That this radio be confirmed is requested. ~~Approved~~ your COS of October 29."

Dispatched
NOV 3 1941
AAG

V.V.D.
AAF/Air AG

1 Incl.
w/drawn

SECRET

CLASSIFIED

SECRET

DECLASSIFIED
DDO 075

8 Jan & 20 June 1924
By *grr/dk* LC, Date *10-1-76*
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

OFFICIAL BUSINESS—GOVERNMENT RATES

FROM	WAR DEPARTMENT
BUREAU	Gen. Corps Hq. Army Air Forces
DIVISION	

Handwritten signature

OCTOBER 17, 1941

THE COMMANDING GENERAL
HAWAIIAN DEPARTMENT
FOR CHAPTER 12

A FOUR DASH ELEVEN REFERENCE YOUR CABLEGRAM OCTOBER FIFTEENTH SUBJECT
NAVIGATION EQUIPMENT FOR AIRCRAFT OPERATING IN PACIFIC AREA PERIOD
AIRPLANES EN ROUTE TO PHILIPPINES WILL BE COMPLETELY EQUIPPED WITH
CHARTS AND MAPS PRIOR TO DEPARTURE SIGNED ARNOLD

452.1
Haw
(28)
D

Dispatched
OCT 18 1941
AAG

ADAMS

*File
TIPA
2/10/41*

SECRET

Copy for C/A S.
201 4045216
(28) D

~~SECRET~~

DECLASSIFIED
DDO It's-
8 Jan. & 20 June 1974
By SP-5 G. J. D. Date 12-11-82

PARAPHRASE
OF CABLEGRAM

PT SHAFTER TH

OCT 16 1941

NUMBER 530 OCTOBER FIFTEENTH

REFERENCE NAVIGATION EQUIPMENT FOR AIRCRAFT OPERATING IN PACIFIC AREA
COMMA REQUEST INFORMATION BY RADIO AS TO WHETHER AIRPLANES EN ROUTE TO
PHILIPPINES WILL BE COMPLETELY EQUIPPED WITH CHARTS AND MAPS PRIOR TO
DEPARTURE

Dispatched
OCT 18 1941
AAG

SHORT

~~SECRET~~

~~SECRET~~

~~SECRET~~

DECLASSIFIED

DDI 118

8 Jan. & 20 June 1974

By 312746 LC Date 15-11-76

RECEIPT

Date _____

Received from Headquarters, Army Air Forces a
cablegram.

Officer

Rank

Office

~~SECRET~~

~~SECRET~~

Am 2045211 War. (25) D

DECLASSIFIED

DDO lrs.

8 Jan. & 20 June 1924

By DDO / S.G. JC, Date

SECRET

FROM

WAR DEPARTMENT

BUREAU

OPERATIONS BR. Army Air Forces

DIVISION



OFFICIAL BUSINESS—GOVERNMENT RATES

OCTOBER 17, 1941

THE COMMANDER GENERAL
NAVIGATION DEPARTMENT
FOR CHAPTER 22

A FOUR PAGE ELEVEN REFERENCE YOUR CABLEGRAM OCTOBER FIFTEENTH SUBJECT
NAVIGATION EQUIPMENT FOR AIRCRAFT OPERATING IN PACIFIC AREA. PERIOD
AIRPLANE EN ROUTE TO PHILIPPINES WILL BE COMPLETELY EQUIPPED WITH
CHARTS AND MAPS PRIOR TO DEPARTURE SIGNED ANNOLD

ANNALS

Dispatched
OCT 18 1941
AAG

*On 10/15/41
28
p*

DECLASSIFIED

SECRET

Copy for A. A. G.

SECRET

DECLASSIFIED

DD FORM

1 Jan & 30 June 1974

By: DAZ/MS/DC/DAW/LS/LLM/76

DECLASSIFIED

**PARAPHRASE
OF CABLEGRAM**

PT SHAFTER TH

OCT 16 1941

NUMBER 530 OCTOBER FIFTEENTH

**REFERENCE NAVIGATION EQUIPMENT FOR AIRCRAFT OPERATING IN PACIFIC AREA
COMMA REQUEST INFORMATION BY RADIO AS TO WHETHER AIRPLANES EN ROUTE TO
PHILIPPINES WILL BE COMPLETELY EQUIPPED WITH CHARTS AND MAPS PRIOR TO
DEPARTURE**

SHORT

Disput. Recd

OCT 18 1941

MS

**DECLASSIFIED
SECRET**

OFFICE OF THE CHIEF OF THE AIR CORPS

DECLASSIFIED

DD FORM

1 Jan. & 30 June 1974

By 4521/17/MS LC Date 12-14-76

ROUTING AND RECORD SHEET

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

SECRET

File No. _____

Tally No. AAF/ _____

Subject: **Equipment on Airplanes.**

818

NO.	FROM	TO	DATE	COMMENTS
10	Mat Div	Chief A.A.F. thru C/AC	1941 11/10	1. Noted. Incl. n/o <i>TPO</i> O.P.E., Chief, Mat. Div.
11.	C/AC	Chief A.A.F.	1941 11/12	1. Inviting attention to comment Number 9. Incl. n/o <i>M.S.F.</i> M. S. F. Executive
				<i>AS7 filed</i> <i>12/14</i>

4521/17/MS
②

(Do not use reverse side)

SECRET

File No. _____

V-4071, AC. Rev. 8/1/41

54-719

xm-662

4521/17/MS ②

HEADQUARTERS ARMY AIR FORCES
ROUTING AND RECORD SHEET

DECLASSIFIED

DDO IIS

8 Jan. & 20 June 1994

By AAAF/46 AC Doc ID 14-76

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

SECRET

RELASSED

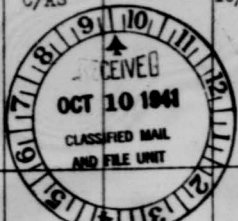
File No.

Tally No. AAF

25-350

SUBJECT: Equipment on Airplanes.

NO.	FROM	TO	DATE	COMMENTS
1	AAF C/AS	C/AC	1941 10/6	<p>1. It is desired that, prior to departure, all airplanes to be ferried from the United States to Asiatic stations be fully equipped as to navigation requirements, including reference tests, charts, and instruments. There is no stockage of this material in Hawaii.</p> <p>Incl: Radio #424 10/1/41</p> <p><i>cy</i></p> <p><i>SPC</i> CS C/AS <i>HT</i></p>
2.	C/AC	Intel. Div.	10/10 OCT 11 41 AM	<p>1. Forwarded for preparation of appropriate circular letter or other type of notice that will bring this matter to the attention of all concerned.</p> <p><i>M.S.F.</i> M S. F. Executive</p> <p>1 Incl.: n/c</p> <p>(2-C) ERL:tk</p>
3.	OCAC Intel.	OCAC T & O THRU: Nat.	OCT 15 1941	<p>Forwarded for compliance with instructions in comment 2, above. It is believed this is a matter pertaining to your Division. (Note list not yet read)</p> <p><i>J.C.F.</i> J.C.F. /OCAC, Intel.</p> <p>1 Incl. - n/c</p>



AC 445.9 (10-6-41) mrac

5-1080 10/15 (2A-2)
5-1063 10/16 (2A-2)
A10-10(3-a)A-2732 XM 66

(Do not use reverse side)
Page No. 1

SECRET

5-89370
5-76170 (10-17-41)
an 4452.1 Hawaii

OFFICE OF THE CHIEF OF THE AIR CORPS
ROUTING AND RECORD SHEET

DECLASSIFIED

DD Form 1

8 Jan. & 23 June 1974

By *SP4/AC* IC: Date *10-17-74*

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

SECRET
RESTRICTED

File No. _____

Tally No. AAF/ _____

Subject: Equipment on Airplanes.

NO.	FROM	TO	DATE	COMMENTS	OCAC/4-G (JPN:ems)
4.	OCAC Mat.	OCAC T & O	1941 10-16	Noted.	
				1 Incl. n/c.	<i>5-5/10-17</i> <i>TPO</i> O. P. E. Chief, Materiel Division
5	Exec. (3-C6)	Mat. Div.	1941 10-18	1. For required action as outlined in Comments 1 and 2, above.	
				1 Incl. n/c	<i>W</i> O. S. Ferson, Colonel, A. C., Project Officer
6.	OCAC Mat. (4-G)	OCAC T & O	1941 10-25	1. Each airplane ordered on a flight as indicated above is authorized all the necessary navigational equipment to make such a flight. It is the opinion of this Division that instructions of this nature should be included in orders directing the flight, and it is requested that future orders include such special instruction.	
				1 Incl. n/c.	<i>5-5/10-28</i> <i>TPO</i> O. P. E. Chief, Materiel Division

AB 719
S-841740(10-28-41)

(Do not use reverse side)

Y-0071, AC, Rev. 8/1/41

Page No. 2.

SECRET

S-761740(10-17-41)

#705

S-893740

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: **Equipment on Airplanes.**

21

NO.	FROM	TO	DATE	COMMENTS
7	Ch/AC AFCC		10-28 1941	1. Your comments or recommendations are requested in connection with Comments 1, 2 and 6 above. O. S. Person Col., A.C. Project Officer 1 Incl. n/c AGC 475.9 (10-6-41) (E-13)
8	CG AFCC	Ch/AC	10-31	The insurance that all necessary navigation equipment is available to airplane crews flying over water is normal. No further action is necessary. Cwr C.N.R.
		A.A.F. thru Mat. Div.	11/4	Concurring in Comment #8 above. Incl. n/c

RECEIVED
OCT 29 1941
HEADQUARTERS
AFCC
Wallops Field D.C.

NOV 3 1941
CLASSIFIED MAIL
AND FILE UNIT

SECRET

SECRET

(RRR) ..

P-3-WTJ. 115PM

DECLASSIFIED
DOD 503

October 1st 1941

9 Jan. & 20 June 1974

By AIR 796 AC Date 10/21/74

329AM

FROM: FTSHAFTER TH.

TO: THE CHIEF OF ARMY AIR FORCES

NO. 424 SEPTEMBER THIRTIETH. PRIORITY.

URGENTLY RECOMMEND THAT ALL AIRPLANES FERRIED FROM MAINLAND TO ASIATIC STATIONS BE FULLY EQUIPPED AS TO NAVIGATION REQUIREMENTS, INCLUDING REFERENCE TESTS, CHARTS, AND INSTRUMENTS, PRIOR TO DEPARTURE FROM MAINLAND. THIS EQUIPMENT NOT AVAILABLE IN HAWAIIAN DEPARTMENT. SUGGESTED LIST OF MINIMUM REQUIREMENTS BEING FORWARDED YOUR OFFICE BY CLIPPER. SIGNED MARTIN END.

SHORT.

✓

Ab: 719
Jul 11 28-565
S-1063

S-841780
SECRET

S-893780

S-761780

~~SECRET~~
~~SECRET~~
DECLASSIFIED

DECLASSIFIED
BY 7000
8 Jan 8 20 From 1076
BY: D. L. ...

Equipment on Airplanes.

AAF/A-4
MFA/ed

1 AAF
C/AS C/AC 1941
10/8

1. It is desired that, prior to departure, all airplanes to be ferried from the United States to Asiatic stations be fully equipped as to navigation requirements, including reference texts, charts, and instruments. There is no stockage of this material in Hawaii.

Dispatched
OCT 9 1941
AAG

Incl:
Radio #424 10/1/41

CS
C/AS

452.1 Hawaii
28

Note for the Record; Directive issued to the Chief of Air Corps and the Commanding General, Air Force Combat Command.

~~SECRET~~
DECLASSIFIED

Copy for A. A. G.

~~SECRET~~

in ab 452.1 Hawaii

•COPY•

~~SECRET~~

DECLASSIFIED

DDJ JWS

8 Jan 60 into 1974

By ~~ALB...~~ 1976

(RRR)

October 1st 1941

P-3-WTJ. 115PM

329AM

From: PMSHAFTR TH.

To: THE CHIEF OF ARMY AIR FORCES

NO. 424 SEPTEMBER THIRTIETH. PRIORITY.

URGENTLY RECOMMENDED THAT ALL AIRPLANES FERRIED FROM MAINLAND TO ASIATIC STATIONS BE FULLY EQUIPPED AS TO NAVIGATION REQUIREMENTS, INCLUDING REFERENCE TESTS, CHARTS, AND INSTRUMENTS, PRIOR TO DEPARTURE FROM MAINLAND. THIS EQUIPMENT NOT AVAILABLE IN HAWAIIAN DEPARTMENT. SUGGESTED LIST OF MINIMUM REQUIREMENTS BEING FORWARDED YOUR OFFICE BY CLIPPER. SIGNED MARTIN END.

SHORT.

DECLASSIFIED
~~SECRET~~

~~SECRET~~

~~CLASSIFIED~~

DECLASSIFIED

DDO 075

8 Jan 6 20 Jun 1994

By DAW/SC/LO Date 20 Jun 94

Navigation Equipment for Aircraft Operating in Pacific Area.

AAF/A-4
MPS/cond

1	AAF C/AS	C/AC	1941 10/16	1. It is desired that you take action to provide the requested navigation equipment for all airplanes moved to the Orient. Supply should be automatic.
---	-------------	------	---------------	--

Incls:

1- Haw AP 9/30/41 w/2 Incls:

1- Cy radiogram

2- List Min. Req. for Airplanes.

CS

C/AS

AW 452.1 Haw 28 B

~~CLASSIFIED~~

-1-

~~SECRET~~

Copy for A. A. G.

AW 452.1 Haw 28 B

SECRET

DECLASSIFIED

DECLASSIFIED

100 hrs

8 JAN. 6 20 1994

By AFM/SG DC Date: 10-1-78

Equipment on Airplanes.

**AAF/A-4
WFA/and**

1 **AAF** **CG,**
 C/AS **AFCC** **1941**
 10/7

1. It is desired that, prior to departure, all airplanes to be ferried from the United States to Asiatic stations be fully equipped as to navigation requirements, including reference texts, charts, and instruments. There is no stockage of this material in Hawaii.

Dispatched

OCT 11 1941

AAG

Incl:

Radio #424, 10/1/41

CS

C/AS

4521 Hansen (78) X

Note for the Record: Directive issued to the Chief of Air Corps and the Commanding General, Air Force Combat Command.

DECLASSIFIED

1.

Copy for A. A. G.

SECRET

anay 4521 Hansen (78) X

(RRR)

SECRET

•COPY•

DECLASSIFIED

DDO #75

8 Jan 8 2010

By 2010/01/08 10:00:00

P-3-WTJ. 116PM

October 1st 1941

329AM

FROM: FTSHAFTER TH.

TO: THE CHIEF OF ARMY AIR FORCES

NO. 424 SEPTEMBER THIRTIETH. PRIORITY.

URGENTLY RECOMMEND THAT ALL AIRPLANES FERRIED FROM MAINLAND TO ASIATIC STATIONS BE FULLY EQUIPPED AS TO NAVIGATION REQUIREMENTS, INCLUDING REFERENCE TESTS, CHARTS, AND INSTRUMENTS, PRIOR TO DEPARTURE FROM MAINLAND. THIS EQUIPMENT NOT AVAILABLE IN HAWAIIAN DEPARTMENT. SUGGESTED LIST OF MINIMUM REQUIREMENTS BEING FORWARDED YOUR OFFICE BY CLIPPER. SIGNED MARTIN END.

SHORT.

SECRET

SECRET

DECLASSIFIED

DD FORM

1 Jan. & 30 June 1954

By: 2025/05/10, DocId: 3411-74

RECEIPT

DATE _____

SUBJECT: Equipment on Airplanes.

Received from Office, Chief of the Army Forces, Routing and
Record Sheet, above subject, with the following inclosure:

Copy Radiogram #424, October 1, 1941.

Officer _____ Rank

Office

SECRET

In reply refer to Institute
and No.

Op-38-E-KE
(SC)A4-3/A21-3
Doc. 35422
~~CONFIDENTIAL~~
Serial 074138

DECLASSIFIED

DECLASSIFIED
DDI ltrs

8 Jan. & 20 June 1974
By ASST/96 JC, Date 10-14-76

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

~~CONFIDENTIAL~~

SEP 23 1941

From: The Chief of Naval Operations.
To: Chief of Staff, U. S. Army.
Subject: Flight of Army Bombers, Honolulu to Manila.
Enclosure: (A) Copy of Cinpac Confid. serial 01454
of 15 September 1941.

1. The Chief of Naval Operations is in full accord with the remarks of the Commander-in-Chief, U. S. Pacific Fleet as contained in enclosure (A), and desires to add his congratulations on the splendid flight of the Army Air Corps from Honolulu to Manila.

H. R. STARK

452.1 New 29

(Maj. O'Donnell's flight - all
members awarded DFC.)

DECLASSIFIED

9/30
1667

an 28 452.1 New 29
OC 814528-13

COPY KB

UNITED STATES PACIFIC FLEET
PENNSYLVANIA, Flagship

DECLASSIFIED
DDO lrs

8 Jan & 20 June 1974

By: JLN/RS, MC, DMO, LR-41-7L

#15/(95)
Serial 01454

Pearl Harbor, T. H.,
Sept. 15, 1941.

~~CONFIDENTIAL~~

From: Commander-in-Chief, U. S. Pacific Fleet.
To: Commanding General, Hawaiian Department.
Subject: Flight of Army Bombers, Honolulu to Manila.

1. The Commander-in-Chief has just received information that the flight of nine Army heavy bombers from Honolulu to Manila has been successfully completed.

2. This was an extremely difficult task, requiring highly accurate navigation for very long ranges over unfamiliar and dangerous waters, with minimum facilities available for servicing airplanes and for personnel enroute.

3. The commander-in-Chief cannot too strongly express his admiration for the entirely efficient and successful manner in which the mission was accomplished. It is a pleasure to place on record his opinion that all concerned have fully earned the highest praise for their fine work, and that the Army Air Corps is to be congratulated on the state of training shown by this remarkable performance of regularly assigned personnel.

/s/ H. E. KIMMEL

Copy to:
Opnav

DECLASSIFIED

01454521, Hawaii (27)
0014528-13

DECLASSIFIED
000 lrs.

8 Jan 8 20 Nov 1979

By 100 Days after 7-76

DECLASSIFIED

AAF/A-3
FAA-ek

SEPTEMBER 24, 1941.

COMMANDING GENERAL
HAWAIIAN DEPARTMENT

A-3-105 REFERENCE RADIO NUMBER THREE HUNDRED SEVENTY EIGHT
DATED SEPTEMBER TWENTY SECOND IT IS CONTEMPLATED FERRYING TWENTY
THREE B SEVENTEEN E AIRCRAFT TO HAWAII FOR STATION IN DECEMBER
FORTY ONE COMMA IN JANUARY FORTY TWO STOP CREWS FROM THE HAWAIIAN
AIR FORCE WILL BE FAVORABLY CONSIDERED FOR FERRY DUTY STOP

452.1 HAWAII 26

ADAMS

Dispatched
SEP 24 1941
AAG

DECLASSIFIED
SECRET

Original 452.1 HAWAII 26

DECLASSIFIED

DD FORM 1

8 Jan & 20 June 1974

By: AIC 96 10, Dec 1974

September 12, 1941.

/Air A.G.

Completion of Flight of B-17 Bombers.

SECRET
DECLASSIFIED

452.1
Haw
257

IX

Request following radiogram be sent Lt. Gen. Douglas Harkner, Manila, Philippine Islands:

¹⁰³¹⁰
REHMAB. Please extend sincerest congratulations to Commanding Officer, all officers and all enlisted men of the B-17 flight upon successful completion of their mission. The Army applauds their brilliant accomplishment as being within the highest traditions of the military service.

Service; Secret to protect code only
Marshall

For the Chief of the Army Air Force:

G.C.W.
1100

Etc

Noted by
Gen. Cannon
12 Sept. 48

RALPH P. COWLES
Brigadier General, A.G.

For the Deputy Chief of the Air Staff

m.h.d.

Dispatched

SEP 12 1941

AAG

SECRET

AW 452.1 Haw 25

SECRET

DECLASSIFIED

DDO Hqs.

8 Jan 6 20 June 1974

PARAPHRASE OF RADIOGRAM

INFORMATION COPY

AD 452.1 (9-4-41)MC-C

RHB/sm - 1712

TO: CG, HAWAIIAN DEPT.

SEPTEMBER 5, 1941.

FROM: TAG

SEPTEMBER 5, 1941.

OBLIGATE THE FOLLOWING PROCUREMENT AUTHORITIES UNDER APPLICABLE PURPOSE NUMBERS IN REGARD TO MOVEMENT OF PROVISIONAL BOMBARDMENT SQUADRON PAREN H END OF PAREN WITH ONE ADDITIONAL B DASH SEVENTEEN AIRPLANE WITH COMBAT AND MAINTENANCE CREWS ATTACHED FROM HAWAIIAN ISLANDS TO PHILIPPINE ISLANDS FOR PERMANENT CHANGE OF STATION: ARMY TRANSPORTATION DASH COMMERCIAL, QM ONE SIX TWO NAUGHT A NAUGHT FIVE TWENTY FIVE DASH TWO QUOTE D END QUOTE. TRAVEL OF THE ARMY, PD ONE FOUR THREE SEVEN, A NAUGHT FOUR TEN DASH TWO. AUTHORIZATION IS GRANTED TO MOVE BY FIRST AVAILABLE TRANSPORTS ELEMENTS OF SQUADRON WITH THEIR INDIVIDUAL AND ORGANIZATIONAL EQUIPMENT AND IMPEDIMENTA PAREN LESS THAT TRANSPORTED BY AIR END OF PAREN. WHEN CARGO SPACE IS AVAILABLE YOU WILL BE INFORMED BY THE QUARTERMASTER GENERAL. THAT YOU ADVISE COMMANDING GENERAL U. S. ARMY FORCES IN THE FAR EAST OF ACTION TAKEN BY YOU AND PROBABLE DATE OF ARRIVAL OF ALL ELEMENTS IN MANILA IS DESIRED. DESIRED THAT REPORTS SHOWING ESTIMATED COSTS CHARGED TO PROCUREMENT AND PURPOSE NUMBERS LISTED ABOVE BE EXPEDITED.

452.1
Haw
(24)

COPY TO: Chief of Staff, GHQ;
Lieut, Army Air Forces;
The Quartermaster General;
A. C. of S., G-1;
A. C. of S., G-2;
A. C. of S., G-4;
A. C. of S., WPD.

SECRET

~~SECRET~~

DECLASSIFIED
DATE 02/01/00
BY 4147 GGG/KC/DAW/MS/14/76

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
OPERATIONS AND TRAINING DIVISION, G-3
WASHINGTON, D. C.

G-3/44816

September 4, 1941.

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Movement of Air Corps Unit from Honolulu to Manila.

The Secretary of War directs:

I. That the Commanding General, Hawaiian Department, be informed by the most expeditious secret means available, substantially as follows:

1. In connection with movement of Provisional Embardment Squadron (H) with one additional B-17 airplane with combat and maintenance crews attached, from the Hawaiian Islands to the Philippine Islands for permanent change of station, you are authorized to obligate (TAG list appropriate procurement and purpose numbers to include those necessary for the movement by air of the airplanes and crews and those incident to the water movement for remainder of Squadron from Travel of the Army Funds, FD 1437, controlled by the G-3 Division).

2. You are authorized to move the elements of the Squadron with their individual and organizational equipment and impedimenta (less that transported by air) by the first available transports. The Quartermaster General has been directed to inform you when cargo space will be available.

3. Advise the Commanding General of the United States Army Forces in the Far East of action taken by you and probable date of arrival of all elements in Manila.

4. Reports are desired as early as practicable, showing estimated costs charged to the procurement and purpose numbers listed above.

II. That the Chief of Staff, GHQ; Chief, Army Air Forces; Quartermaster General; and all Divisions of the War Department General Staff be advised of the action taken.

(See next page for Signatures, Concurrence, and For Record Only.)

ccag file
~~SECRET~~

452.1 HAWAII (24)

SECRET

DECLASSIFIED

DDO 815

8 Jan 6 2010 1021

10/10/00 10/10/00 10/10/00

G-3/44816, Memo TAG (9-4-41), Subject: Movement of Air Corps Unit from Honolulu to Manila.

/s/ HARRY L. TADDLE,
Brigadier General,
Assistant Chief of Staff.

BY:

W. H. MARIS,
Lt. Col., General Staff,
Acting Executive.

Concurrence.

Chief, Army Air Forces ()
ECN-EPS

For Record Only.

1. See G-3/44816, September 3, 1941, Same Subject, for action taken re funds for movement by air, sent by secret priority radio, same date, and the memorandum in which authorization of movement is shown.

2. The Chief of Staff, Hawaiian Department, telephoned the Adjutant General (Lt. Col. Sullivan) late September 3 (P.M.) and stated that the transport President Pierce sailing from Honolulu today (September 4) could accommodate the personnel of the Squadron less that moving by air and requested permission to move this personnel by that means. The Adjutant General (Colonel Sullivan) authorized the movement in the manner stated. This action removes the necessity for placing the personnel on the transport President Coolidge scheduled to leave Honolulu for Manila about September 13.

3. This directive, in effect, confirms previous action taken by the Chief, Army Air Forces and authorizes expenditures incident to the movement.

4. G-4 (Lt. Col. Ross) informally concurs.

SECRET

~~SECRET~~

AAG/A-3
TAA-ek

DECLASSIFIED

DGD #10

8 Jan 6 20 June 1976

By: ALP/RS LC Date: 10/1/76

SEPTEMBER 2ND, 1941

COMMANDING GENERAL
HAWAIIAN DEPARTMENT

ASSUMING THAT NO PERSONNEL WILL DEPART HAWAII FOR THE
PHILIPPINES VIA CLIPPER WHAT IS THE EXACT NUMBER OF OFFICERS AND ENLISTED
PERSONNEL WHO WILL LEAVE VIA WATER TRANSPORT STOP REPLY BY PRIORITY STOP

ADAMS

452.1 How (21) B

Dispatched *to JAGS 2 PM*
SEP 3 1941
AAG

~~SECRET~~

DECLASSIFIED

DD Form

8 Jan 63 (Rev. 1954)

FORM NO. 10, 10-11-76

SECRET
RECEIVED

AAF/A-3
FAA-ek

SEPTEMBER 22D, 1941

**COMMANDING GENERAL
HAWAIIAN DEPARTMENT**

START OVER-WATER FLIGHT OF NINE B-SEVENTEEN-B AIRCRAFT
 AND CREW ON SEPTEMBER FIFTH OR AS SOON THEREAFTER AS IT IS PRACTICABLE. STOP
 AUTHORITY HAS BEEN GRANTED BY AUSTRALIA TO FLY OVER AUSTRALIAN TERRITORY
 AND TERRITORIAL WATERS STOP THE FOLLOWING PROCEDURE WILL GOVERN THE DISPATCH
 OF INFORMATION COLON PRIOR TO THE DEPARTURE OF THE FLIGHT FROM HAWAII THE
 FLIGHT COMMANDER WILL NOTIFY THE AIR BOARD COMMA MELBOURNE COMMA AUSTRALIA
 COMMA OF THE EXPECTED TIME OF ARRIVAL AT PORT MORSEY AND AT DARWIN STOP
 THIS NOTIFICATION WILL BE SENT IN CODE THROUGH THE UNITED STATES NAVY AND
 THE AUSTRALIAN NAVAL BOARD IN ORDER TO PRESERVE ^{SECRET} ~~SECRET~~ BEFORE DEPARTING
 FROM DARWIN THE FLIGHT COMMANDER WILL NOTIFY THE GOVERNOR OF THE NETHERLANDS

452. 1 Hours (19) B

SECRET
RECEIVED

~~SECRET~~

DECLASSIFIED
DOD Hqs.
8 Jan. & 20 June 1974
By ALN CAG IC. Data ID - 144 - 76

-2-

EAST INDIES COMMA BARTAVIA COMMA JAVA COMMA TWENTY FOUR HOURS IN ADVANCE
OF HIS INTENDED FLIGHT STOP

ADAMS

Dispatched *to JAS 3:45 PM*
SEP 3 1941
AAG

~~SECRET~~

Air 034521 Hour (19) B

SECRET

OFFICE OF THE CHIEF OF THE AIR CORPS

ROUTING AND RECORD SHEET

DECLASSIFIED
 000 hrs
 8 Jan. & 20 June 1974
 By AW/AG/AC Date 10-14-76

S-F-211
 (To be filled with correspondence)

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

SUBJECT: Radiogram No. 158, August 23, 1941, from Hawaii.

NO.	FROM	TO	DATE	DATA
1.	Intell. Division (2-B3) RRL:tk	Air Staff A-3 <u>THRU:</u> A-2	8/25 1941	<p>1. Reference is made to our R & R sheet to you dated August 23, 1941, which forwarded radiograms Nos. 146 and 148 from Hawaii, for necessary action.</p> <p>2. Attached hereto for necessary action is SECRET radiogram No. 158, dated August 23, 1941, from Short, Hawaii, which furnishes information additional to that contained in radiogram No. 148.</p> <p style="text-align: right;"><i>J. G. TAYLOR</i> J. G. TAYLOR, Lieutenant Colonel, Air Corps, Chief, Intelligence Division.</p> <p>1 Incl. radio. 158, 8/23/41 fr. Hawaii</p>
2.	AAF A/3	AAF A/2	1941 9-2	Noted.
3.	A-2	ANPD	1941 9/4/	Noted.
				<p>RECEIVED NOV 10 1941 Enc. returned to Mrs Bull</p>

ANPD - 9/4/41

(Do not use routing slip)
SECRET

F-4071 AC
 A-2 - 8/25

SECRET

DECLASSIFIED

EO 13526

8 Jan 62 1000 1074

By: [unclear] [unclear]

RADIO

Received at the War Department Message Center
Room 3441 Munitions Bldg. Washington, D.C.

August 23, 1941
140 AM

272000

PRIORITY

FROM HAWAII

TO CHIEF ARMY AIR FORCE

NUMBER 158 August 23rd

EXTRACT

FOLLOWING REPORT FROM MAJOR ANDREW MUELLERBERG AC AT FORT DARWIN AUSTRALIA
RECEIVED THROUGH NAVY COMMUNICATIONS EXPECTED WEATHER MORESBY DARWIN EXCELLENT
BEST WINDS FIVE THOUSAND TO SEVEN THOUSAND AIR RADIO STATIONS MORESBY THURSDAY
ISLAND GROOTE EYLANDT DARWIN STANBAY ONE SIX FIVE FOUR ZERO AIRDRONE AND SUPPLIES
DARWIN EXCELLENT RECOMMEND LIGHT FUEL MORESBY FULL FUEL DARWIN CARRY TWO ZERO
ZERO MESH FUEL SCREENS GOOD FIELDS ENROUTE BUT WITHOUT FUEL HORN ISLAND HCOOT
TEYLANDT REPEAT HCOOT TAYLANDT MILLING IMBI REPEAT MILLING IMBI BACHELOR
AERDRONE FORTY FIVE MILES SOUTH SOUTH EAST DARWIN EXCELLENT ALL WEATHER
ALTERNATIVE.

452.1 Hawaii (17)

SHORT

SECRET

AMPD-9/2/41

DECLASSIFIED

DDO Hrs

8 Jan & 30 June 1974

By ALN / BGLC, Date 10/24/74

OFFICE OF THE CHIEF THE AIR CORPS

ROUTING AND RECORD SHEET

S-F-211

(To be filed with correspondence)

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

SUBJECT: Radiogram No. 154, August 22, 1941, from Hawaii

NO.	FROM	TO	DATE	DATA
1.	Intell. Division O.C.A.C. (2-B3) HRL:tk	Air Staff A-3 <u>THRU:</u> A-2	8/29 1941	<p>1. Attached hereto for necessary action is SECRET radiogram No. 154, dated August 22, 1941, from Short, Fort Shafter, T.H.</p> <p>2. The attached radiogram is almost identically the same as SECRET radio No. 148, dated August 21, 1941, from Short, Fort Shafter, T.H., which we forwarded to you for necessary action by R & R on August 23, 1941.</p> <p style="text-align: center;">RRR J. G. TAYLOR, Lieutenant Colonel, Air Corps, Chief, Intelligence Division.</p> <p>1 Incl. radio.154, 8/22/41 fr. Hawaii</p>
2	AAF A-3	AAF file	1941 9/5	For file F. A. A. A-3

(Do not use reverse side)

SECRET

F-4071, AC

Air 13492 7/4/29 (16) B

452-1 7/4/29 (16) B

DECLASSIFIED

000 hrs

01-07-1977
SECURITY INFORMATION
DATE 10-14-76

(VST)

119WVY PTY

Received at the War Department Message Center
Room 3441 Munitions Bldg., Washington, D. C.



AUGUST 22 1941

119WVY

707P

From FORT SHAFTER TH

To CHIEF OF ARMY AIR FORCES

*3# Apts,
Ladies in
Mie Muelenberg,
Port Darwin
Facilities
Supplies
unlimited
flight
without
delay*

Copies furnished as noted:

SECRET

ONE FIVE FOUR/TWENTY SECOND

FOLLOWING RADIO RECEIVED FROM MAJ MUELENBERG
ADVANCE OFFICER PORT DARWIN AUSTRALIA QUOTE
PORT DARWIN FACILITIES AND SUPPLIES UNLIMITED
STOP FLIGHT CAN BE HANDLED WITHOUT NOTICE AND
WITHOUT DELAY SIGNED MUELENBERG UNQUOTE SIGNED
MARTIN

SHORT

MA 119WVY



RECEIVED
WAR DEPARTMENT
MUNITIONS BUILDING

SECRET

Action Copy

5-47770 (E-23-41) #549

11-5-8-23

11451

AS-250-21

04084521 Hous-10

DECLASSIFIED

000 ltr.

8 Jan. 5 20 June 1974

Class. Auth. 100 Date 10-17-76

~~SECRET~~

WAR DEPARTMENT

BUREAU

Air Corps

DIVISION

AS/3-5

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

AUG 22 1941

**COMMERCIAL GENERAL
REGISTRATION DEPARTMENT**

INFORMED OFFICE DURING GASOLINE AT BANGAL AND FORT HENRY
 BOTH NINETY FIVE AND NINETY TWO GALLONS IS AVAILABLE WOULD PREFER NINETY FIVE
 PERIOD REQUEST INFORMATION WHETHER SUFFICIENT OF EITHER TYPE OF GASOLINE IS
 NOW AVAILABLE AT BOTH BANGAL AND FORT HENRY PERIOD IF NOT NOW AVAILABLE
 WHAT IS EARLIEST DATE IT WILL BE MADE AVAILABLE QUANT REQUEST YOU KEEP THIS
 OFFICE INFORMED REFERENCE MADE AND THE LIMITED DATE OF SEPTEMBER FIFTH PERIOD
 NOTIFY THIS HEADQUARTERS AS SOON IN ADVANCE AS POSSIBLE WHEN IT IS CERTAIN WHEN
 IS UNABLE AND GASOLINE IS AVAILABLE AT BANGAL AND FORT HENRY

452.1
Hawt 15

ULIO

~~SECRET~~

~~SECRET~~

DECLASSIFIED

DDO Mrs

87m. 6 20 June 1974

By 252/86 JC. Dep. 10-74

~~SECRET~~

AAZ/a-3
FAA/acm

8/30

AUGUST 30, 1941

COMMUNING GENERAL
NAVY DEPARTMENT

MEMORANDUM TWO HUNDRED TWENTY NINTH STOP REQUEST APPROVED

ABAND

452.1 Haw

(14)
8

Dispatched
AUG 30 1941
AAG

~~SECRET~~

Orig 452.1 Haw (14) D

DECLASSIFIED

DDG Hrs

8 Jan 4 20 June 1974

By 3252 RB JC Date 10-11-74

~~SECRET~~
EXACT COPY
ACTION COPY

P6 WTJ

RADIOGRAM

HR/sgb-1712

ENC

P6 WTJ

AG 452.1 (8-29-41) MC

From FT. SHAFTER TN
To THE ADJUTANT GENERAL

NUMBER 200 TWENTYFIFTH

REQUEST AUTHORITY TO INCLUDE IN CONTEMPLATED MANILA FLIGHT OF
NINE B DASH SEVENTEEN AIRPLANES AS PASSENGER WING COMMANDER GARDING
RAAF FROM HONOLULU TO PORT MORESBY AND OR PORT DARWIN PERIOD THIS
OFFICER AT PRESENT IN THIS DEPARTMENT AS LIAISON OFFICER FOR AIR BOARD
MELBOURNE

SECRET

~~SECRET~~

WAR DEPARTMENT
Headquarters Army Air Force
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
- Statistics Section
- Inspector, Army Air Forces
- Adjutant General, Army Air Forces
- A.F. Files

*Thanks I have copies
of the pencilled ones
and am not particularly
interested about the
aussie*

E. C.

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

X-207-c, AC

WAR DEPARTMENT
Headquarters Army Air Forces
Office of the Air Adjutant General

Date Aug. 21/41

TO:

- Chief of the Army Air Forces.
- C.G., Air Force Combat Command.
- Chief of the Air Corps (*Intel. Div.*)
- 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

*This information
acted on by A-3
Col. Maiden
General*

4-2

WWD
WM. W. DICK,
Lt. Col., A.G.O.
Air Adjutant General.

A.A.F-10-A.

Am all 452.11 Hour 14

DECLASSIFIED
EOD 135
8 Jan. & 20 June 1974
By ALM/RG/IC/DAW/12/101-74

~~SECRET~~

Aug 26 1941

/Air AG 580.81

Transportation for Wing Commander Garing

Gas for file - noted

452.1 Howr
⑭

FOR RECORD ONLY:

Naval Attache Australia requests authority Wing Commander Garing Australian pilot proceed with patrol planes leaving Darwin 22nd to Hawaii returning Army Bombers.

From OPNAV to Almsaa Australia, Return to Australia via Army Bomber cannot be assured but War Department will provide passage if and when they are sent. Wing Commander Garing authorized to proceed with patrol planes to Hawaii.

~~SECRET~~

WAR DEPARTMENT
OFFICE OF THE CHIEF, MATERIEL DIVISION
AIR CORPS
WASHINGTON, D. C.

Date *8/21*

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

Col. Naiden, Air Staff

MATERIEL DIVISION, O. C. A. C.

..... Chief
..... Assistant
..... Executive
..... Ass't. Executive
..... Barrage Balloon Section
..... Contracts Section
..... Engineering Section
..... Armament Branch
..... Exp. Eng. Branch
..... Power Plant Branch
..... Prod. Eng. Branch
..... Radio Liaison Branch

..... Facilities Section
..... Maintenance Section
..... Personnel Section
..... Statistical Section

*Mail Room.
This does not belong to us but to Col. Naiden.*

FOR:

..... Coordination
..... Remarks and Recommendation
..... Necessary Action
..... Notation and Return
..... Notation and File
..... Preparation of Reply
..... Signature

R. Applebaum

D. F. Fritch,
Lt. Col., Air Corps,
Asst. Executive, Materiel Div.

OFFICE OF THE CHIEF OF THE AIR CORPS

DECLASSIFIED

DCO lrs

8 Jan. & 20 June 1974

By ALM/DC LC Date 10-14-76

ROUTING SLIP

RECEIVED

8/21

Date

TO:

FROM:

FOR:

- Administrative
- Civilian Personnel
- Executive
- Ferrying Command
- Fiscal
- Inspection
- Intelligence
- Legal
- Materiel
- Medical
- Military Personnel
- Public Works
- Training Operations

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- Approval
- Central Files
- Comment
- Concurrence
- Coordination
- Direct Reply
- Investigation
- Mail by Message Center
- Necessary Action
- Notation and Return
- Preparation of Reply
- Recommendation
- Remark
- Return by _____
- Return to _____ Div.
- Signature _____
- Signature by _____ Div.

452.1 Hawaiian (3)

JEM

SECRET

RECEIVED

GGG

170 WVY

RADIOGRAM

DECLASSIFIED

DDO WTS

8 Jan. & 20 June 1974

By SP-7 GSG/JC Date 10-14-76

Received at the War Department Message Center
Room 3441 Munitions Bldg., Washington, D. C.

August 20, 1941

8:30 P.M.

From FT SHAFTER TH

To CHIEF OF AIR CORPS

Copies furnished as noted:

133 TWENTIETH

SECRET

DECLASSIFIED

ALL TECHNICAL ORDERS COMPLIED WITH REURAD FOUR TWO SIXTEENTH EXCEPT 07-1-1 AND 01-20E-44 AND 0120EC-15 THE LATTER TWO DUE TO NON RECEIPT OF PARTS NONE OF WHICH AFFECTS SAFETY AND COMB AT EFFICIENCY OF B-17 AIRPLANES SELECTED FOR PHILIPPINE FLIGHT WILL BE COMPLETED TWENTY SECOND AUGUST. REQUEST DELAY OF COMPLIANCE WITH 07-1-1 UNTIL AIRPLANES HAVE REACHED DESTINATION. PLANES AND CREW WILL BE READY TO LEAVE TWENTY SEVENTH AUGUST BUT THE FLYING FIELDS WILL NOT BE READY UNTIL FIFTH SEPTEMBER SIGNED MARTIN.

Request has been granted by telephone.

SHORT

SECRET

Action Copy

Received by classified MVFU
8-21-41 8:19A yad

REF ID: A66500 - AMERICAN SALES BOOK CO., INC. DIAGRAM PULLS, N. Y.

AG-21(23-a) 1-2310

695

AWM 452.1 Ham (13)

DECLASSIFIED

100 000

8 Dec 8 2014 1024

By DAVID R. SC. AC. Dec. 10/14/74

452.1
Newell
⑩

CRA/ea (3-C1)

4 Ch.A.C. CB.A.A.P. 8/18/41 Noted.

Incls. n/c

G.H.B.
Major General
Chief of Air Corps

DECLASSIFIED

~~SECRET~~

~~SECRET~~

AAF-AS eln:meb
8-5-41

8/5/41

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Movement of 9 Heavy Bombardment Air-
planes from Hawaii to the Philippines.

The Secretary of War directs:

I. That a secret radiogram be sent to the Commanding General, Hawaiian Department, substantially as follows:

REFERENCE PROPOSED FLIGHT OF NINE B SEVENTEEN D
AIRPLANES FROM YOUR DEPARTMENT. THE FOLLOWING FOR YOUR
INFORMATION COLON ARRANGEMENTS NOW BEING MADE TO PLACE
GASOLINE SUPPLIES AT WAKE STOP IT IS HOPED TO PLACE
ADVANCE AGENTS FROM YOUR COMMAND AT RABAU NEW BRITAIN
AND POINT DARWIN STOP IN CASE THIS CAN BE DONE INSTRU-
CTIONS WILL FOLLOW STOP PROPOSED ITINERARY HAWAII MIDWAY
WAKE RABAU NEW BRITAIN POINT DARWIN MANILA STOP IT IS
DESIRED YOU EXPEDITE ALL PLANS FOR THIS FLIGHT AND NOTIFY
THE WAR DEPARTMENT WHEN READY STOP ALL MEMBERS OF THE
COMBAT AND MAINTENANCE CREWS WHO CANNOT BE CARRIED
IN SUBJECT AIRPLANES WILL BE SENT TO DESTINATION VIA
COMMERCIAL CLIPPER END

Concurrences:

A.C. of S., WPD ()
A.C. of S., A-3 ()

For the Chief of the Army Air Forces:

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

DECLASSIFIED
~~SECRET~~

Incl #1

La-607

5-439770 (8-18-41)

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

DECLASSIFIED

DDO 102

8 Jan & 20 June 1974

By ALM/46 LC: Date 10-14-76

(To be filed with correspondence)

Note.—A line will be drawn across sheet after action by ^{DECLASSIFIED} office concerned.

SUBJECT: Movement of 9 Heavy Bombardment Airplanes from Hawaii to the Philippines.

NO.	FROM	TO	DATE	DATA	A-3
1	Air Staff	OCAC	1941 8/8	For information and necessary action.	
Incls.	Memo 8/5 to TAG fr. Memo 7/31 to C.ofS.		AAF (copy) fr. AAF(copy)	<i>E.C.S.</i> Chief, Air Staff.	
2.	Ch.A.C.	Matl. J. + O. (9 items)	8/13/41	BHM.	
3.	(4-G) Materiel Division	T. & O. Division	1941 8-15	1. Appropriate instructions are being issued to the Maintenance Command concerning the above.	<i>G.P.E.</i> Chief, Materiel Division
Incls.	n/c				CEA/aa (3-Cl)
4	Ch.A.C.	Ch.A.A.F.	8/18/41	Noted.	
5	<i>AAF H-3</i>	<i>AAF HAG</i>	<i>8/30</i>	Incls. n/c <i>For File</i> <i>ack</i>	<i>G.H.B. Mark</i> Major General Chief of Air Corps

#52
(Do not use reverse side)

YL397 *sa-609*
AR-12(12-a)A-2140

SECRET

5-439710(8-12-4)

7-4884, 10

AA 452.1Haur.1008

SECRET

DECLASSIFIED

DDI 105

8 Jan 5 20 June 1974

By: AL-3/ G. C. L. D. Date: 11-1-74

PARAPHRASE OF RADIOGRAM

INFORMATION COPY

AG 452.1 (8-11-41)MC-G

EHB/um - 1712

TO: CG, HAWAIIAN DEPT.

AUGUST 12, 1941.

FROM: TAG

NO. 30, AUGUST 12, 1941.

SUGGESTED THAT CONSIDERATION BE GIVEN TO THE USE OF FOLLOWING NUMBERED AIRPLANES FOR THE PURPOSE OF POSSIBLE OVERWATER TRANSFER OF B DASH SEVENTEEN D AIRPLANES. "40" PRECEDES ALL NUMBERS: 3,097, 3,096, 3,095, 3,093, 3,092, 3,091, 3,090, 3,089, 3,086, 3,085, 3,084, 3,081, 3,080, 3,079, 3,078. 3,093, 3,095, 3,096 PAREN EQUIPPED WITH MODERNIZED ENGINES PAREN. EQUIPMENT FOR THESE AIRPLANES INCLUDE ENGINES INSTALLED WITH THE MASTER ROD END SEAL STEEL SPACER. FOR THESE AIRPLANES SPARE ENGINES WILL BE COMPLETELY MODERNIZED AND, IF MOVEMENT IS FINALLY ORDERED, WILL BE SHIPPED DIRECT TO DESTINATION OF THE 9 AIRPLANES.

452.1 Hawaiian (10) A

COPY TO: Chief of the Army Air Forces,
ref. his Memo, 8-11-41.

PARAPHRASE OF RADIOGRAM

INFORMATION COPY

SECRET

AG 452.1 Hawaiian (10) A

DECLASSIFIED

000 hrs

8 Jan. & 20 June 1974

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

FROM WAR DEPARTMENT *WJW/oss*

BUREAU Air Corps *AAP*

ATTENTION *AF Staff - A-3* *WJW/oss*

AUG 27 1941

OPERATING GENERAL
MILITARY DEPARTMENT

ARRIVE TO CODE MESSAGE NUMBER ONE FOUR NINE
ARRIVE TUESDAY NIGHT STOP WEATHER BUREAU SAN FRANCISCO SENT COPY INT-NATIONAL
CODE NUMBER NINE BE REGISTERED AIR MAIL NUMBER SIX EIGHT NINE TWO SEVEN

ARAB

452.1 How-9

PLAIN GREEN COPY

Dispatched -

AUG 27 1941

AAG

DECLASSIFIED
SECRET

DIVISION FILES COPY

air 452.1 How 9

SECRET

**HEAD COPY
ACTION COPY
RADIOGRAM**

DECLASSIFIED

DDO hrs.

8 Jan. & 20 June 1994

ALM 08010 Doc 10 114 74

KHB/bjs - 1712

AG 452 (8-21-41)MC

August 22, 1941.

FROM Fort Shafter Th

TO The Adjutant General

L49 TWENTYFIRST

ANSWER TO CODE MESSAGE NUMBER FIFTY AUGUST TWENTIETH STOP PUBLICATION
NINE OF INTERNATIONAL METEOROLOGICAL ORGANIZATION QUOTE FASCHULU CHE UNQUOTE
NOT AVAILABLE FROM NAVY DEPARTMENT OR WEATHER BUREAU HAWAII STOP REQUEST THESE FORMS
BE FURNISHED AIR MAIL IMMEDIATELY

SHORT

SECRET

~~SECRET~~

RELEASING

AS-A-3

HOK/aa

RADIOGRAM # 23

Army Air Force

XXXXXXXXXXXXXXXXXXXX

August 9, 1941

COMMANDING GENERAL, HAWAIIAN DEPARTMENT

----- ~~PASS TO SENIOR UNIT INFORMATION SOURCE STOP~~ REFERENCE
 FLIGHT OF BOEING B SEVENTEEN TO PHILIPPINES STOP METEOROLOGICAL ARRANGEMENTS FOR
 JOURNEY FROM WAKE TO PORT MORESBY STOP ON THE DAY PRECEDING THE DAY OF DEPARTURE
 FROM WAKE AND ON THE DAY OF DEPARTURE PORT MORESBY WILL TRANSMIT TO CG COLLECTIVE
 SYNOPTIC MESSAGES AT NAUGHT SEVEN THREE NAUGHT AND NAUGHT ONE THREE NAUGHT GREENWICH
 MEAN TIME ON SEVENTEEN THOUSAND ONE HUNDRED TWENTY KILOCYCLES PER SECOND FOR NEW
 GUINEA AREA IN INTERNATIONAL FORM F POINT ELEVEN AND F POINT NAUGHT THREE THREE
 ONE STOP FORECASTS FROM EQUATOR TO PORT MORESBY WILL BE ISSUED BY PORT MORESBY
 TO CG IN INTERNATIONAL FORM F POINT FORTY ONE AT NAUGHT NINE HUNDRED AND NAUGHT
 THREE HUNDRED GREENWICH MEAN TIME SEVENTEEN THOUSAND ONE HUNDRED TWENTY AND
 SEVEN SEVEN THREE NAUGHT KILOCYCLES PER SECOND ON THE DAY PRECEDING ANTICIPATED
 DAY OF DEPARTURE FROM WAKE UNTIL ARRIVAL OF PLANES AT PORT MORESBY STOP CALL
 SIGN VMPM STOP LIST OF CODE-INDEX NUMBERS FOR INFORMATION REPORTS NEW GUINEA
 WILL BE SIGNALLED LATER STOP APPROACH AND LANDING REPORTS WILL BE ISSUED BY PORT
 MORESBY ABRADIO ON SIX FIVE FIVE FIVE KILOCYCLES PER SECOND CALL SIGN VEPT
 CALLING FREQUENCY SIX FIVE FOUR NAUGHT KILOCYCLES PER SECOND AND RABAU ABRADIO
 ON SIX FIVE FOUR NAUGHT KILOCYCLES PER SECOND CALL SIGN VEZB CALLING AT FREQUENCY
 OF SIX FIVE FOUR NAUGHT KILOCYCLES PER SECOND IN INTERNATIONAL FORM ONE THREE
 THREE STOP IN EMERGENCY LANDING REPORTS WILL BE ISSUED IN PLAIN LANGUAGE ON
 REQUEST STOP CALL SIGNS FOR YOUR AIRCRAFT USE WHEN WORKING AUSTRALIAN ABRADIO

A
A
G
452.1
B
amr
9

~~SECRET~~

SECRET

DECLASSIFIED

DDO R/S

8 Jan. & 29 June 1974

By ALM/RG/SC, LONO, 10-104 - 26

Army Air Forces

August 9, 1941

-3-

STATIONS WHERE TO WHICH INCLUSIVE STOP ARRANGEMENTS OVER LATER PORTION OF JOURNEY
WILL BE MADE HERE AND NECESSARY CODES SUPPLIED ON ARRIVAL AT PORT MORISBY

ADAMS

-3-

SECRET

LAS

RADIOGRAM

DECLASSIFIED

DD Form

8 Jan. & 29 June 1974

By / Date

Received at the War Department Message Center
Room 3441 Munitions Bldg., Washington, D. C.

August 8, 1941

9:27 A. M.

From OPNAV

To COS

CONFIDENTIAL

CR 0144 070505

REGARDING YOUR 061710 WILL DEPART ON THE 8th OF AUGUST
OR AS SOON THEREAFTER AS THE ARMY OFFICERS RECEIVE ORDERS
AND INSTRUCTIONS FROM THE WAR DEPARTMENT. ITINERARY ONE
DAY EACH LEG PALM FRACAN TON SUVA MOUME ARABAUL PORT MORES
BY PORT DARWIN. RETURN REVERSE OUT BOUND TRIP OR VIA EAST
COAST AUSTRALIA PORT TO BE DETERMINED BY PILOT FROM INFO-
RMATION OBTAINED MORES BY AND DARWIN. REQUEST DIPLOMATIC
AUTHORITY AS NECESSARY. ON ARRIVAL AT PORT MORES BY PORT
DARWIN, REQUEST THAT THE NAVAL OBSERVER AT MELBOURNE
PROVIDE FOR GASOLINE AND OILS.

NAVY

COPY

AA 452.1 Hour 8

~~CONFIDENTIAL~~

~~DECLASSIFIED~~

DECLASSIFIED
DOD BRs

8 Jan. & 20 June 1974

By / AC: Date:

Radiogram to be sent to CG, Hawaiian AR

1 Intel. Div. Adjutant 1941
(2) General. S/S
Air Staff

1. Attached radiogram to be sent to CG,
Hawaiian Air Force.

J.C. Taylor,
Lt. Colonel, Air Corps,
Chief, Intelligence Division

Encl.
Cmndg. to CG, Hawaiian AF

AAG 452.1 Hawr ⑧

~~DECLASSIFIED~~
CONFIDENTIAL

C-2588-8/8/2a

AAG 452.1 Hawr. ⑧

~~SECRET~~

PARAPHRASE OF RADIOGRAM

INFORMATION COPY

DECLASSIFIED

DDO #15

8 Jan. 4 23 June 1974

By Date

AG 210.482 Haw. Dept.
(8-4-41)MC

EHB/sm - 1712

TO: CG, HAWAIIAN DEPT.

AUGUST 7, 1941.

FROM: TAG

NO. 19, AUGUST 7, 1941.

YOU ARE GRANTED AUTHORITY TO SUBMIT REPORTS AS
REQUESTED IN YOUR RADIO NUMBER ONE ONE.

452.1 Haw-7

COPY TO: Chief of the Army Air Forces,
ref. his 2nd Ind, 8-6-41,
to TAG.

PARAPHRASE OF RADIOGRAM

INFORMATION COPY

~~SECRET~~

452.1 Haw-7

SECRET

DECLASSIFIED
DOD 105
8 Jan. & 22 June 1974
By SP-7 A.C. 10, Date 10/1/94

URGENT ACTION

ON PARAPHRASE OF: Radiogram, No. 7, August 4, 1941, from Hawaii.

SUBJECT: Survey Officers.

AS 220.422 Nav. Dept.
(8-4-41)MC

1st Ind.

HR/edm - 1712

War Department, A. G. O., August 5, 1941. - To: Chief of the Air Corps.

For your information.

By order of the Secretary of War:

CARL ROBINSON

Adjutant General.

COPY TO: (w/cy of prph of radio, No. 7,
8-4-41, from Hawaii)

Navy Department, Director of Naval Communications, Room 2622;
Chief of the Army Air Forces.

AAG
452.1
Haw 5

SECRET

AAG 452.1 Haw (5)

~~SECRET~~

DECLASSIFIED
DDO 1/2
8 Jan. & 30 June 1974
By: _____

PARATROOP OF BAHIGORAN

INFORMATION COPY

AG 226.422 Hqs. Sqd.
(8-4-41)MS

HRB/cdm - 1712.

Received at the War Department Message Center
Room 2442 Munitions Bldg., Washington, D. C.
August 4, 1941. - 8:28 P. M.

AUGUST 4, 1941.

TO: TAG.

FROM: SMOKE, FORT SHAFTER, T. H.

NUMBER 7 AUGUST 4, 1941.

LT. COL. A. F. HENNINGER IX AND MAJOR W. B. MORGAN AG
WILL DEPART TUESDAY AUGUST FIFTH IN HAVE AIRPLANE AT DAWN FOR
MIRNY AND WAKE ISLANDS AND EXPECT TO RETURN SATURDAY AUGUST NINE
TO HONOLULU. THIS IN COMPLIANCE WITH YOUR RADIO NO. FIVE SECOND
AUGUST.

PARATROOP OF BAHIGORAN

INFORMATION COPY

~~SECRET~~

CONFIDENTIAL

DECLASSIFIED

DDO #15

8 Jan. & 20 June 1974

By / /

COPY

Flight to Raboul

1. Intelli- A-3 Sect. 1941
gence Div. Air Staff 8/8
(2)

1. We received information from the Navy, by message from Cin PAC #080410, this date, saying that flight was ready to depart this morning as scheduled but was held up until August 11th "in accordance with date requested by CG, Hawaiian Department.

2. Colonel Maiden requested substantially the following message be sent to CG, Hawaiian Air Force:

"NAVY ADVISES RABOUL RECONNAISSANCE FLIGHT DELAYED UNTIL AUGUST ELEVENTH AT REQUEST COMMANDING GENERAL HAWAIIAN DEPARTMENT STOP REASON FOR DELAY IN DEPARTURE NOT UNDERSTOOD STOP URGENT FLIGHT DEPART AS SOON AS POSSIBLE STOP INSTRUCT OBSERVERS TO SURVEY PORT MORESBY STOP BELIEVE PORT MORESBY PREFERABLE TO RABOUL STOP PROCEED THERE AFTER SURVEYING RABOUL STOP ONE OBSERVER TO REMAIN AT EITHER RABOUL OR PORT MORESBY AND ADVISE AS TO PREFERABLE SITE STOP OTHER OBSERVER TO PROCEED TO PORT DARWIN AS DIRECTED STOP ADVISE STOP"

J. G. Taylor,
Lt. Col., Air Corps,
Chief, Intelligence Division

CONFIDENTIAL

C-3592-8/8(2A)

AA
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SECRET

DECLASSIFIED

DD FORM

1 Jan 47 27 June 1974

By: ALC/95 AC 10032 100-76

PARAPHRASE OF RADIOGRAM

INFORMATION COPY

AG 210.482 Hawaiian Dept. (8-2-41)MC

EHB/jtg - 1712

TO: CG: HAWAIIAN DEPARTMENT

FROM: TAG:

August 2, 1941

August 2, 1941.

SECRET RADIO ORDERS FROM THIS OFFICE TO YOU OF JULY 30TH DIRECTING
1 AIR CORPS OFFICER PILOT (B-17) TO PROCEED IMMEDIATELY BY COMMERCIAL
AIRCRAFT FROM HAWAIIAN DEPARTMENT TO MIDWAY AND WAKE ISLAND ETCETERA IS
AMENDED BY THE SECRETARY OF WAR TO AUTHORIZE TRAVEL BY NAVAL AIRCRAFT
PROVIDED THE MISSION CAN BE COMPLETED AT EARLIER DATE BY SUCH MEANS THAN BY
COMMERCIAL AIRCRAFT AS DIRECTED ORIGINALLY. SAME PROCUREMENT AUTHORITY WILL
APPLY AS QUOTED IN ORIGINAL ORDERS.

452.1 Hawaii (5)

COPY TO: Chief of the Army Air Forces,
Officers Division.

PARAPHRASE OF RADIOGRAM

INFORMATION COPY

SECRET

AG 452.1 Hawaii (5)

SECRET

DECLASSIFIED

DDO lrs.

9 Jan & 20 June 1974

By / Date

PARAPHRASE OF RADIOGRAM

INFORMATION COPY

AG 210.482 Haw Dept. (7-30-41)MC

HRM/jtg - 1712

TO: CG: HAWAIIAN DEPARTMENT

FROM: TAG.

July 30, 1941

July 30, 1941.

DESIRED THAT YOU DIRECT 1 AIR CORPS OFFICER PILOT (B-17) TO PROCEED IMMEDIATELY ON TEMPORARY DUTY BY COMMERCIAL AIRCRAFT, AS AUTHORIZED IN SECTION 2 WAR DEPARTMENT CIRCULAR 128 DATED NOVEMBER 4, 1940, FROM HAWAIIAN DEPARTMENT TO MIDWAY AND WAKE ISLANDS FOR THE PURPOSE OF SURVEYING LANDING FACILITIES SUITABLE FOR B-17 TYPE AIRCRAFT AND AVAILABILITY OF AVIATION GASOLINE AT THOSE ISLANDS THENCE TO RETURN TO HIS PROPER STATION BY COMMERCIAL AIRCRAFT. A DELAY OF NOT TO EXCEED 15 DAYS AT EACH MIDWAY AND WAKE ISLAND IS AUTHORIZED DUE TO FACT THAT DUTIES TO BE PERFORMED AT BOTH PLACES BEING EXCEPTIONAL MORE THAN 72 HOURS FOR THEIR PERFORMANCE WILL BE REQUIRED. BY SECRET RADIO SUBMIT REPORT IMMEDIATELY TO CHIEF OF ARMY AIR FORCES WASHINGTON DC FROM EACH ISLAND. A FLAT PER DIEM OF \$6.00 IS AUTHORIZED FOR TRAVEL BY COMMERCIAL AIRCRAFT IN LIEU OF SUBSISTENCE. PROCUREMENT AUTHORITY FD 1402 P 5-06 A 0410-2 WILL APPLY.

COPY TO: Chief of the Air Corps,
Chief of the Army Air Forces,
Officers Division.

PARAPHRASE OF RADIOGRAM

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AAG 452.1 Haw 3

SECRET

are adequate there is no means of moving gasoline from the airplane anchorage to the landing field. Empty drums would be required - can be shipped from Hawaii within 7 to 10 days depending upon type of water transportation used.

Distance 8,544 miles; estimated time 4 days from Hawaii.
See Tab 3.

Route 4 Rome - Murkovo (USSR) - Vitim (USSR) - Lanchow (China) - Manila.

Total lack of information regarding landing facilities in USSR.

Distance 9,796 miles; estimated time 5 days from Seattle.
See Tab 4.

Route 4A Rome - Cape Evvarin (USSR) - Belaheltotak - Vladivostok - Manila.

Total lack of information regarding landing facilities in USSR.

Distance 7,710 miles; time required 4 days. See Tab 4.

Supplies:

Adequate spare instruments, starters, generators and certain airplane spares will not be available until November and December. These must be obtained by removing them from other B-17 airplanes. Of available spares, Hawaii has more than normal allotment. B-17s planes in Albuquerque not now equipped with gun yokes; yokes being shipped July 26. See Tab 5.

Gasoline:

Information indicates adequate gasoline of suitable octane can be made available at all stops along Routes 1, 2 and 3. Tab 5.

SECRET

SECRET

RELEASABLE

**Route and
Aircraft**

	Route	Aircraft	
2000 -	38	30 Cal.	30 Cal.
1000 -	340	Adequate	Adequate
900 -	732		
250 -	445		
100 -	3002		

Personnel:

Flight crews to consist of necessary flying and maintenance personnel. All other personnel essential for immediate operation at Manila to proceed from San Francisco in Pan American Clippers; remainder of squadron to go via water transportation.

Weather:

June to October is rainy season through India and Burma. Monsoons occur over China Sea. However, weather information is available and trained crews should only experience delays while waiting for suitable weather conditions. Conditions along Route 3 should be suitable; adequate weather forecasting is available.

II. Action Recommended.

1. That Route 3 be selected if information indicates adequacy of facilities at Rabaul, New Britain and if gasoline can be made available at Wake; otherwise Route 2 selected.
2. If Route 3 be used, that the airplanes and personnel be selected from the Hawaiian Air Force.
3. That all personnel necessary for immediate operations at Manila proceed from San Francisco via Pan American Clippers; that remainder of squadron proceed via water transportation.
4. That, of airplanes and engine spares now available, Hawaii be directed to send required amount to Manila and replacement made to Hawaii.
5. That necessary advance party be dispatched as soon as decision to send planes has been made.

SECRET

~~SECRET~~

6. If either Route 1 or Route 2 is used, that flight commander be ordered to Washington at once to become acquainted with situation.

7. That Russian Embassy be requested to furnish immediate information concerning landing facilities, etc., along Route 4.

8. That, in event it is not decided to send a squadron of eight B-17 airplanes to Manila, authority be requested to send one B-17 airplane over Route 2 and one airplane over Route 3 to survey and study each route for possible future use.

9. That instructions be issued at once to provide suitable landing facilities for movement of long range bombers across the Pacific. This would permit expressing Air Power in Far East within 4 to 7 days.

10. That arrangements be made with USSR to send liaison officer to Siberia to explore route to Far East and to determine suitability of Russian Pacific bases for operation of Army bombers against Japanese economic and military objectives.

11. That Australia be requested to immediately improve the field at Rabaul, New Britain, or construct new landing facilities on that island or New Guinea adequate for the operations of fully loaded long range bombers under all weather and wind conditions.

3 Encls.- Tabs 1, 2, 3, 4 & 5.

~~SECRET~~

~~SECRET~~

DECLASSIFIED

DDO #12

8 Jan. 6 20 June 1978

By / /

AA G 452.1 Howr
A

2nd Ind.

Office, Chief of the Army Air Forces, Washington, D.C., August 6,
1941. - TO: The Adjutant General.

1. Authority requested in attached radiogram is approved.

For the Chief of the Army Air Forces

EDWARD P. CURTIS,
Major, Air Corps,
Secretary of The Air Staff

1 Attach.
Para. of Radio, 8-4-41
In. Ft. Shafter, T.H., Short,
to TAG.

COPY FOR ~~ACS~~ R. 2015

~~SECRET~~

DECLASSIFIED

AA G 452.1 Howr

IMMEDIATE ACTION

ON PARAPHRASE OF: Radiogram, No. 11, August 4, 1941, from Hawaii.

SUBJECT: Survey Officers.

AG 210,482 Haw. Dept.
(8-4-41)MC

1st Ind.

EHB/cdm - 1712. (8-8-41)

War Department, A. G. O., August 5, 1941. - To: Chief of the Air Corps.

For information on which to base reply. It is desired that reply be expedited.

By order of the Secretary of War:

Carl Robinson

Adjutant General.

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PARAPHRASE OF RADIOGRAM

DECLASSIFIED

DDO 405

8 Jan. & 20 June 1974

By ALC/AGJG Date 10/11/74

ACTION COPY

AG 210.482 Haw. Dept.
(8-4-41)MC

EHB/cdm - 1712.

Received at the War Department Message Center
Room 3441 Munitions Bldg., Washington, D. C.

August 4, 1941 - 3:35 A. M.

AUGUST 4, 1941.

TO: TAG

FROM: SHORT, FT. SHAPTER, T.H.

NUMBER 11 AUGUST 4, 1941.

THE FOLLOWING HAS REFERENCE TO YOUR RADIOS NUMBER 5
AUGUST 2ND and 974 JULY 30TH. AUTHORITY IS REQUESTED TO HAVE THE
DESIGNATED SURVEY OFFICERS, AFTER THEIR RETURN TO THE HAWAIIAN
DEPARTMENT, SUBMIT REPORT TO CHIEF OF THE ARMY AIR FORCES WASHINGTON
DC. BECAUSE THERE ARE NO CODE FACILITIES AVAILABLE AT MIDWAY AND
WAKE ISLANDS THIS PROCEDURE NECESSARY.

PARAPHRASE OF RADIOGRAM

ACTION COPY

~~SECRET~~

COPY

END